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ALL-NEW AUDI Q3

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PLUS Q6 Sportback verdict ★★★★☆

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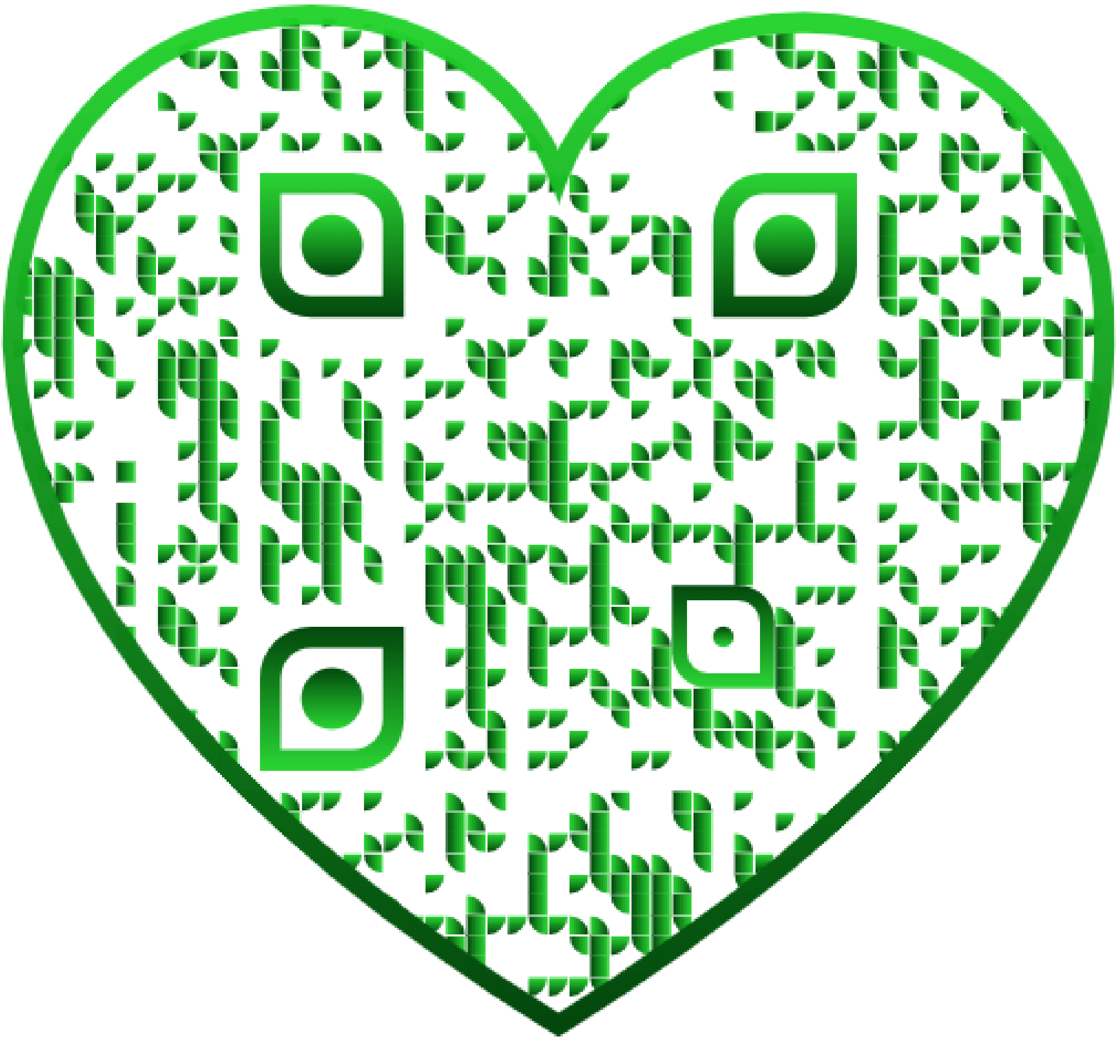

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*BIK correct at time of publication.

LEAPMOTOR
A LEAP FORWARD

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AUTO EXPRESS ROAD TESTS
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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THIS WEEK

ALONG with some of the Auto Express team, I was lucky enough to head up to Yorkshire recently to go back to school for the day. Many of us haven't really thought about how we drive since that joyous moment an examiner told us we'd passed our test, but a day with Paul Ripley's excellent instructors was a chance to reset and consider bad habits.

The course revolved around on-road hazard awareness, reading the signs and clues all around so you're in a position to spot danger earlier, and be better placed to deal with it when it occurs. In this job, where we spend a disproportionate amount of time driving unfamiliar cars on unfamiliar roads, it's important to make sure the Auto Express team is as skilled as possible. But everyone would benefit from stepping back to look at their driving as a skill rather than an activity.

> **"MANY OF US HAVEN'T THOUGHT ABOUT HOW WE DRIVE SINCE WE PASSED OUR TEST, BUT A DAY WITH PAUL RIPLEY'S INSTRUCTORS WAS A CHANCE TO RESET"**

As much as it gets you thinking about your own driving, the course is also about giving you the mentality to side-step the poor decision making of others – even if there's apparently no such thing as a below-average driver. Statistically, of course, half of those behind the wheel are sub-par, but how many people have you ever met that would admit to being in the bottom half?

Being curious and interested in driving is a good start, because people who look around and can read what the road is telling them are immediately ahead. From looking at everything, such as road markings, to being alert enough to spot dangers early, any driver should be constantly assessing, processing and adjusting their behaviour according to the information around them.

Often, even learning to drive is about how quickly you can get your licence. For many drivers, those hours of tuition are the only formal tuition they will ever get. Compare that with the continuous training heavy goods vehicle drivers are quite rightly required to go through, and the difference is clear.

Maybe the roads would be a little bit safer, a little bit less stressful and a little better for everyone, if we all considered our mindset when driving. Our streets could be a nicer place if we took stock of our own driving skills and made an effort to improve on areas where we know, but perhaps wouldn't admit, we sometimes fall a bit short.

PAUL BARKER

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EDITOR'S VIEW

Visit **autoexpress.co.uk** for all the latest new car news

AUTO EXPRESS

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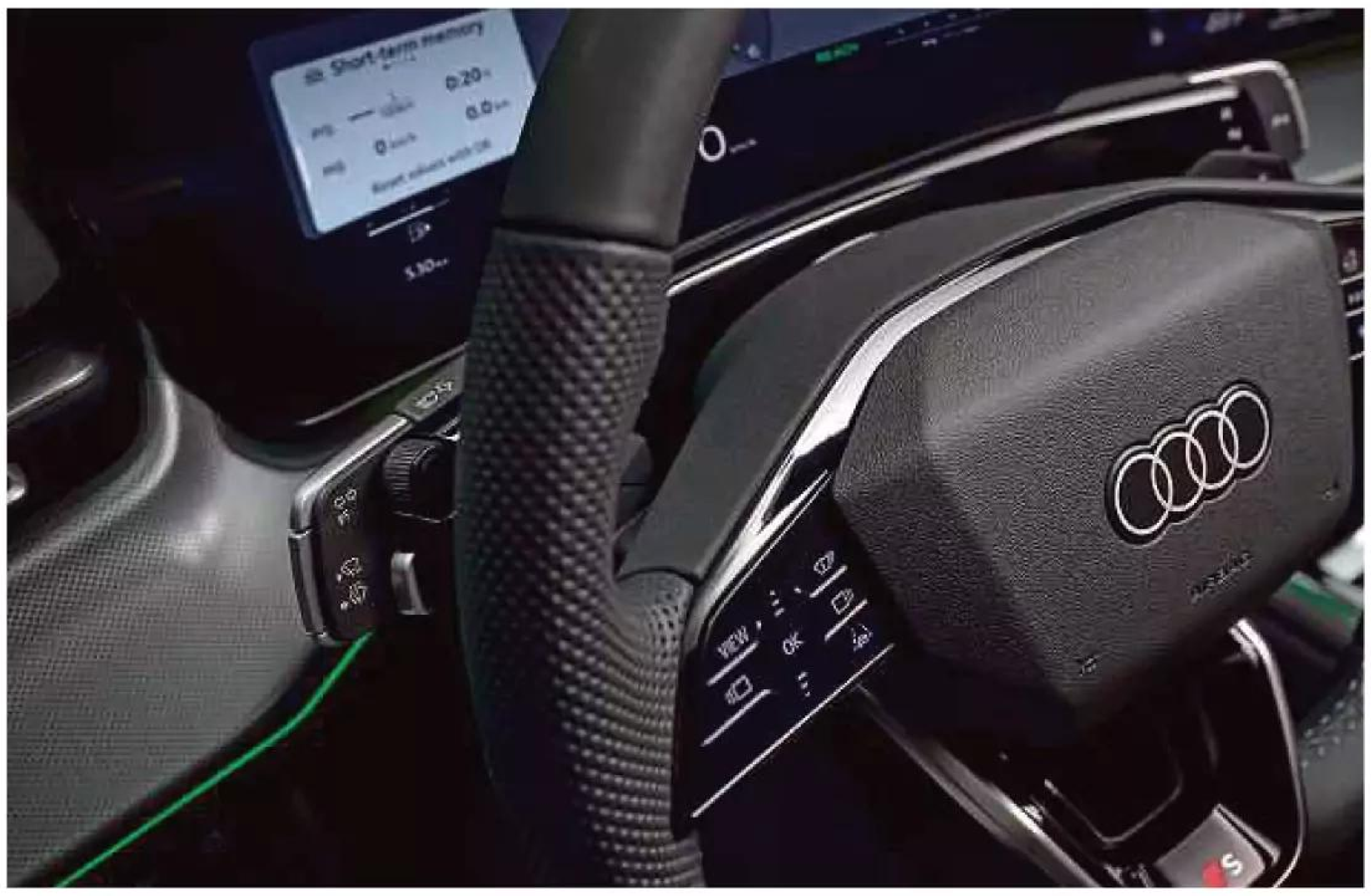

New Q3 features gear selector and wipers located in pods behind steering wheel

Jordan Katsianis

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YOU'RE looking at the all-new Audi Q3, the brand's critically important compact SUV that makes up a huge proportion of its sales in the UK and across Europe. Lots of new Audis have been flying out of factories of late, but the new Q3 is the first from the brand's next generation of smaller models, and packs some impressive powertrain figures, plus a high-end interior.

Priced from £38,300 when it arrives in September this year, UK model range will be offered in three trim levels, topping out at just over £50,000 for the fully loaded Edition 1, which has the highest-performing 262bhp petrol engine and comes with quattro all-wheel drive.

A sleeker Sportback variant will join the range in a few months' time, but Audi has been a little more coy on the possibility of a faster S or a new iteration of RS Q3 model – for those we'll have to wait and see. Yet from launch, buyers should find plenty to like, starting with the Q3's new plug-in hybrid powertrain.

The new Q3, just like the old model, finds its base in the VW Group's MQB platform, giving it a transverse engine layout and front-wheel drive on most models. Yet despite a design that closely resembles the Q5, which uses Audi's more traditional longitudinal arrangement, the two are actually very different under the skin.

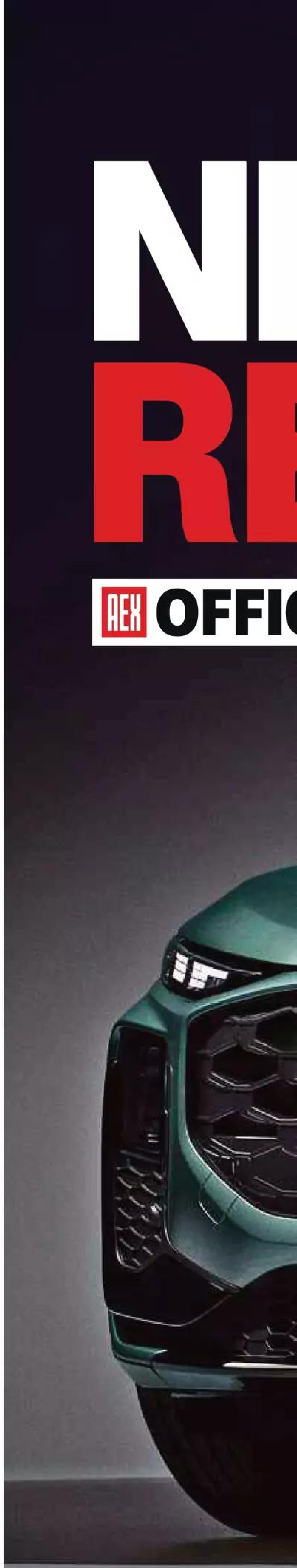
The key difference is largely down to packaging, with Audi being able to squeeze in the engine, gearbox and, in some cases, hybrid elements with less of an impact on passenger space. It's therefore no surprise to see the Q3 sharing many of the powertrain options from the smaller A3 hatch, including its plug-in hybrid set-up.

The PHEV package is made up of a 1.5-litre turbocharged four-cylinder petrol engine matched with a six-speed dual-clutch transmission. Unlike former Q3 PHEV powertrains, the petrol engine has been given more specialised engineering, including a clever Miller combustion cycle. This should help with efficiency, of course, but also gives a power and torque delivery that's more suited to working alongside that electric motor.

In this case, the e-motor is mounted between the engine and transmission, feeding power through the gearbox. It's driven by a chunky 25.7kWh battery, which Audi says can achieve a range of up to 74 miles – significantly more than the previous model. All in, Audi quotes a peak combined power figure of 268bhp, with 400Nm generated between both the petrol and e-motors.

The company will also offer an entry-level 148bhp 1.5-litre petrol with a mild-hybrid system, plus a 2.0-litre diesel with the same 148bhp power output but a generous bump in torque. Finally, a pair of 2.0-litre petrols, initially with 263bhp and, later, with 200bhp will round out the range with a quattro all-wheel drive system as standard; all others Q3s are front-wheel drive and come with a seven-speed dual-clutch auto gearbox.

If you've been a fan of Audi's latest design language, you'll love the new Q3 and its mini-Q5 appearance. The



STYLING
Front gets neat dual grille and narrower headlights (above); profile echoes Q5's

EW AUDI Q3
EVEALED

UNVEILED Compact SUV follows in the footsteps of the brand's larger models, with a mature and luxurious new look

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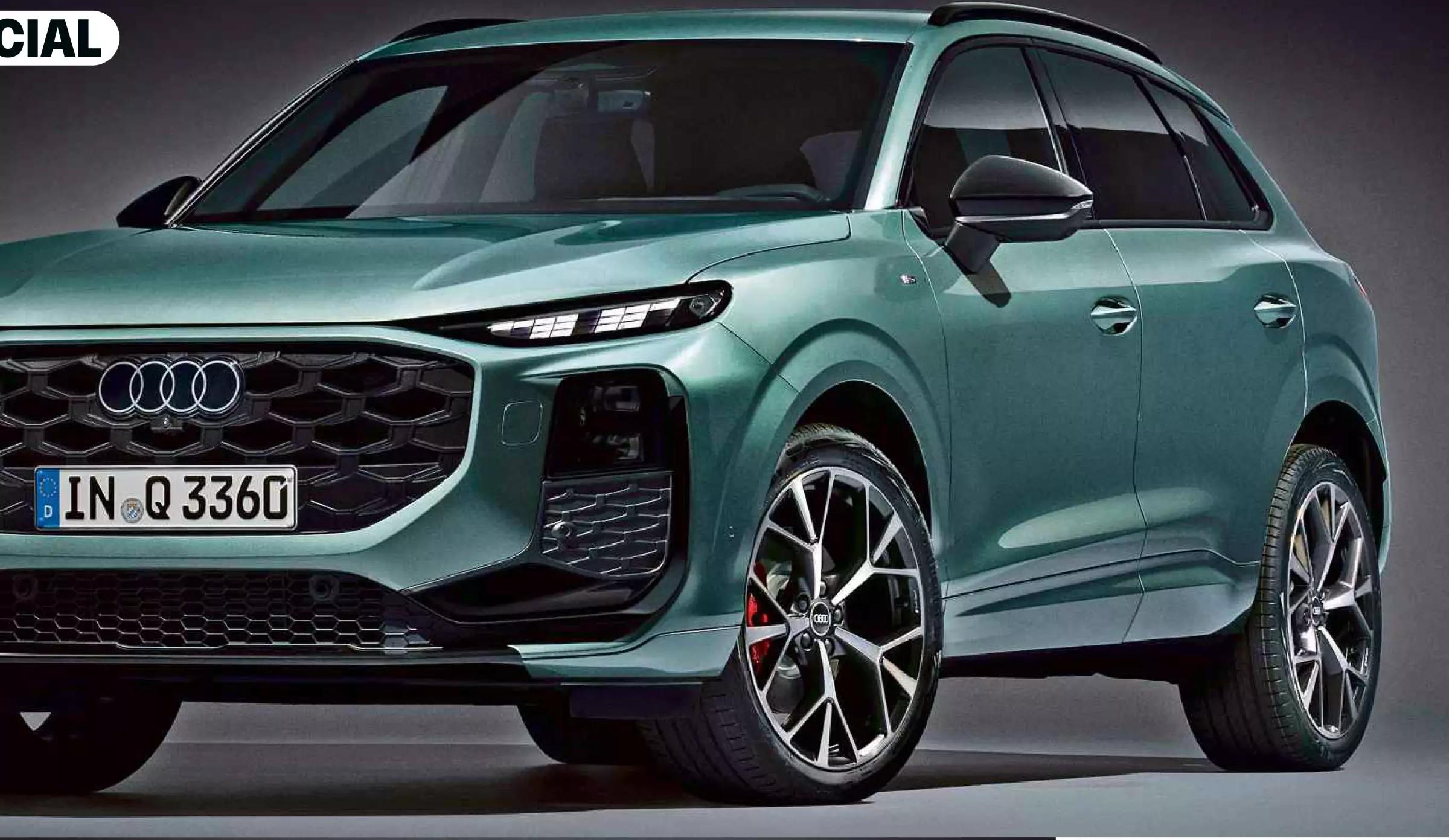


> **"A SLEEKER SPORTBACK MODEL WILL JOIN THE RANGE IN A FEW MONTHS' TIME, BUT AUDI IS BEING COY ABOUT FUTURE S OR RS MODELS"**

"THE WHOLE EFFECT FEELS FAR MORE SUBSTANTIAL AND GROWN-UP THAN BEFORE, LOOKING MUCH LIKE ITS BIGGER SIBLINGS"

front end includes a new take on the single-frame grille with slim upper lighting units taking care of the customisable daytime running lights and indicators, while below that sits a set of hidden main headlights that feature optional matrix beams.

The rear end uses the latest A6 Avant for its inspiration, rather than the Q5, with a similar set-up of rear lighting units that feature complex upper elements, a slim lightbar and separate brake lights below. Audi has integrated an illuminated version of its four-ring badge, with an aggressive faux grille opening where the exhaust pipes might once have sat.

The whole effect feels more substantial and grown-up than before, looking more than ever like its larger siblings. Yet ironically, while it does appear similar to other Audis, the Q3 actually shares most of its core body, including its doors, with sister brand Cupra's Terramar, which was revealed over 12 months ago.

Wheel sizes vary from 17 to 20 inches, with aero-optimised options available in 18 and 19-inch sizes. There's also the usual Sport and S line styling themes, plus a range of 11 colours, including some that are unique to the new Q3.

It's inside where customers will arguably see the greatest change, with the former Q3's rather underwhelming interior replaced wholesale with an all-new set-up.

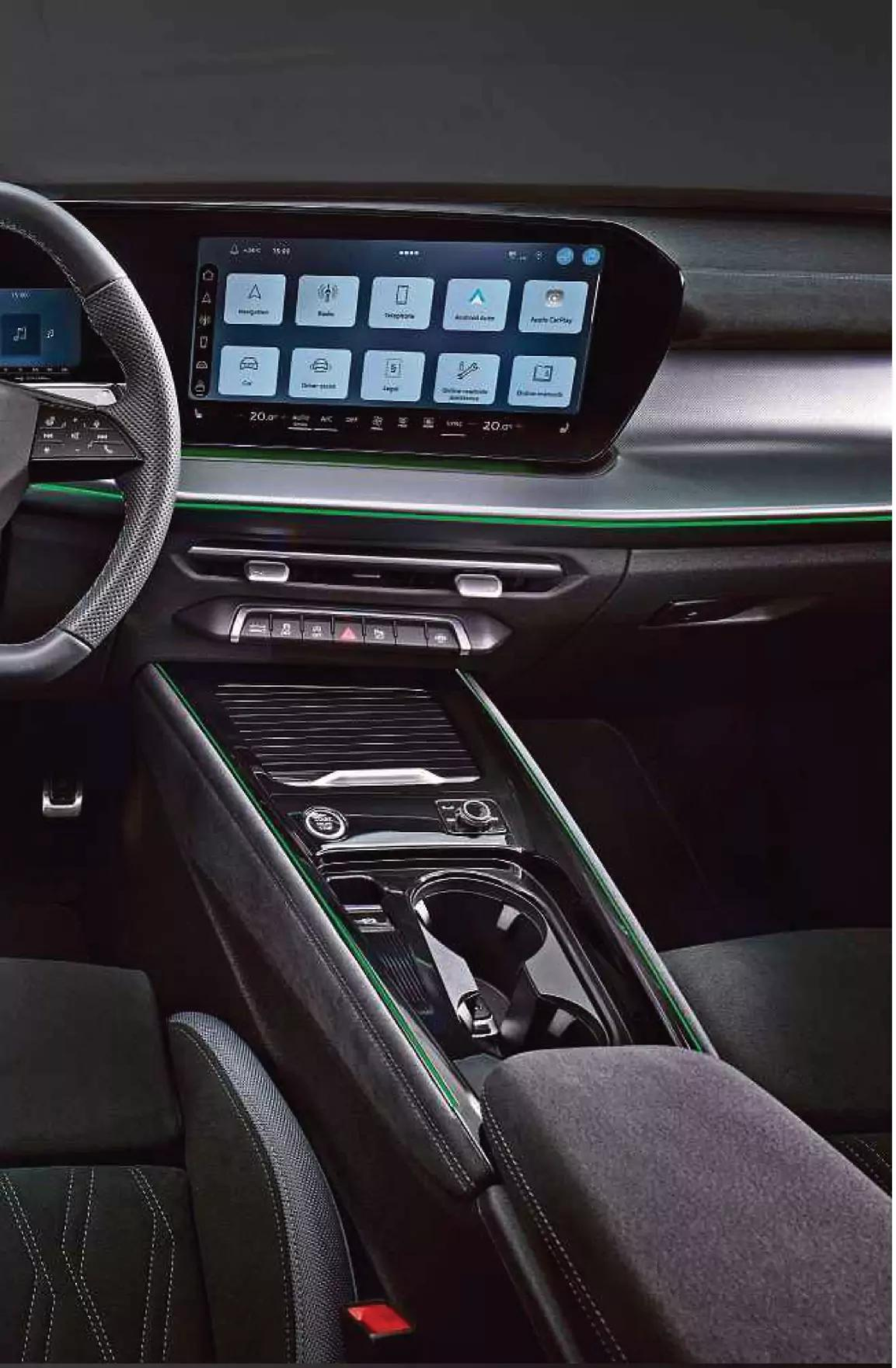
The most noticeable of these is the new dual-screen display, which in this case is a touch smaller than the similar-looking unit you'll find in the Q5. Here, the Q3's set-up combines an 11.9-inch screen for the driver, with a slightly larger 12.8-inch touchscreen in the centre of the dashboard.

This main infotainment display and the slightly different aspect ratio have required an updated user interface, which Audi has applied with a new and simplified menu structure. Gone is the small shortcut panel near the driver, and instead the system displays a standardised collection of menu tiles, plus a static set of climate functions at the bottom of the screen.

The display sits on a highly sculpted, three-dimensional base which can be specified in various finishes. Below this sit the air vents, plus a selection of switches for the drive modes and the volume knob. Look closely at the centre console, and you'll notice that aside from the starter button and a pair of cup holders, there's something else missing that you might expect to find on a modern Audi – and that's a conventional gear selector.

That's because instead of mounting it in the centre console, Audi has designed a new arrangement of stalks

CABIN LAYOUT
Q3's dashboard appears neat, with a pair of clear, easy-to-read screens dominating the fascia, plus subtle lighting details throughout



> “THE REAR END USES THE LATEST A6 AVANT FOR INSPIRATION, WITH AN AGGRESSIVE FAUX GRILLE WHERE THE EXHAUST PIPES MIGHT ONCE HAVE SAT”

that sit behind the steering wheel. To the right is the gear selector, with the wipers and indicators on the left. But rather than housing them on the usual stalks as on the Volkswagen Tiguan or Terramar, they’re formed into a static wraparound panel that sits behind the steering wheel. They also work differently, because rather than tapping the stalk down to activate the indicators, they now operate on a separate panel, with the wipers accessed via a small scroll wheel.

An array of different material choices will be available depending on the model, including perforated ambient lighting in the doors. The full-width lightbar mounted under the windscreen in larger Audi models has been ditched, replaced instead by more visible lines following the contour of the dashboard.

PRACTICALITY

Luxury and high-quality materials are the focus, but the Q3 still promises good rear legroom and a large boot

As one of Audi’s smaller models, the high-end stereo option is a Sonus system rather than Bang & Olufsen. We’re also not too upset to see the Q6’s complex door-mounted switch panel also given the flick. The overall interior ambience looks like it will be high-end and luxurious.

The boot is also impressive in terms of space, offering 575 litres with the second row in place, rising to 1,386 litres with the second row flipped down. The rear bench can be moved forwards and back, and also comes with adjustable backrests.

New 208 GTi is Peugeo

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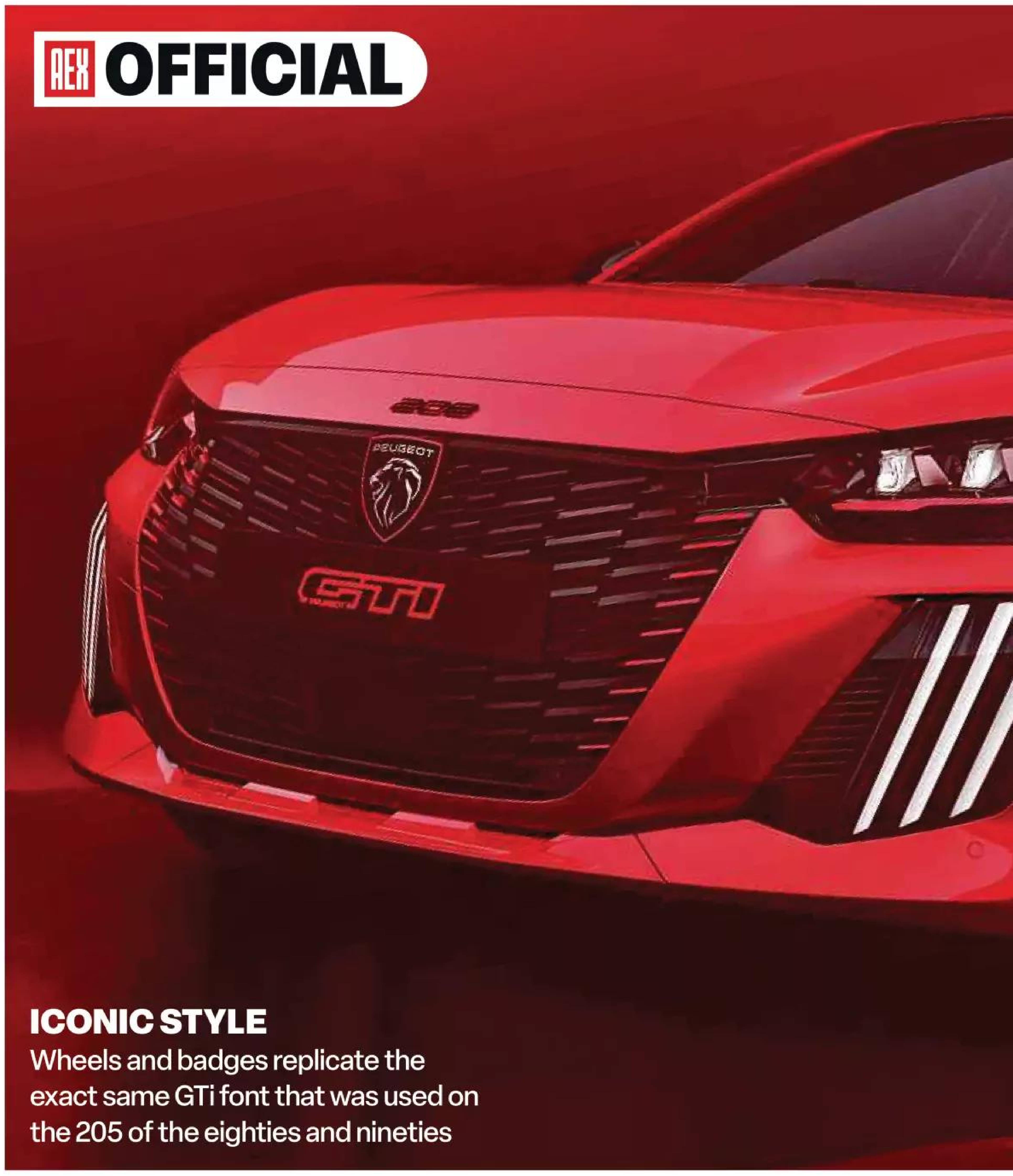
REVEALED New Peugeot E-208 GTi gets racier styling, 276bhp and does 0-6



ICONIC STYLE
Wheels and badges replicate the exact same GTi font that was used on the 205 of the eighties and nineties

ONE of the most iconic names in motoring history has returned, with a splash of retro backing up its modern powertrain. The Peugeot E-208 GTi brings agile hot hatch handling, plus more power and more aggressive styling than the already mean-looking 208 supermini.

Unveiled at the famous 24 Hours of Le Mans 24 race, the E-208 is the first Peugeot to get the 'GTi' branding since the old petrol-powered 208 GTi, which made its debut in 2016. Since then, Peugeot has identified its performance models under the 'Peugeot Sport Engineered' umbrella, instead.

The E-208 is certainly a return to form if the numbers are anything to go by; the new GTi develops 276bhp from its front-mounted electric motor – identical to the output of the GTi's platform-sharing sibling, the Alfa Romeo Junior Elettrica Veloce, and more than twice that of the original 205 GTi from the eighties.

With more power comes more torque – the GTi produces 345Nm – with the hot E-208 getting from 0-62mph in 5.7 seconds – roughly three-and-a-half seconds faster than the standard electric hatch. The top speed is rated at 112mph.

Complementing the extra power are performance upgrades exclusive to the GTi model, the most notable of which is a front-mounted limited-slip differential, which should improve the car's cornering ability. The same can be said of the GTi's 30mm lower, stiffer sport suspension, revised rear anti-roll bar and larger front brakes, complete with red four-piston calipers.

In order to make the GTi more engaging to drive than the standard 208, Peugeot Sport has also made its steering more responsive, and has fitted what is described as "a unique onboard immersive sound experience", which plays through the internal speakers and can be turned on or off. A unique Sport drive mode also automatically disables some of the driver-assistance systems.

That said, while the E-208 GTi promises to be fast, you won't necessarily be able to go all that far; despite the sporty E-208 getting a larger 54kWh battery pack than the 51kWh unit currently offered on the standard, top-spec E-208, the range is down from 268 miles to just 217 miles – marginally less than even the 50kWh base model offers.

Charging is the same as the standard car's, meaning speeds will top out at 100kW when plugged into a public rapid charger; Peugeot says a 20-80 per cent top-up will take "less than 30 minutes" – which is roughly the same as the GTi's main competitor, the 254bhp MINI JCW Electric, which is slightly less powerful, but offers around 30 miles of additional range.

Peugeot describes the E-208 GTi as "a friendly and humble car, for those who know". For those that don't "know", however, there are several design elements that separate the GTi from lesser versions of the French supermini and also echo the past.

The standard E-208 already boasts aggressive styling, yet the GTi takes things up a notch with a new front splitter and rear diffuser (complete with racecar-style foglight), as well as a larger roof spoiler and a smattering of red accents in and on the badges, headlights and wheelarches.

Most distinctive, however, are the E-208 GTi's 18-inch 'Hole' wheels, which are wrapped in Michelin Pilot Sport Cup 2 rubber and recall the design of those used on the classic 205 GTi 1.9. Along with a wider track, they provide a slightly more purposeful stance overall.

The themes of red and retro continue inside, where the E-208 GTi gets two-tone upholstery reminiscent of the 205 GTi 1.9's. Patches of Alcantara are dotted throughout the cabin for a more premium, yet sporty, appearance, while things are brightened up with flashes of red on the stitching, seatbelts, carpets, air vents, digital dials and ambient lighting.

Keen drivers will be able to make use of performance data pages hidden within the car's touchscreen, while GTi-specific kickplates and steering wheel badges should help remind the passengers that they're sitting in something fairly special.

> **"THE THEMES OF RED AND RETRO CONTINUE INSIDE, WHERE THE E-208 GTi GETS TWO-TONE UPHOLSTERY LIKE THE OLD 205 1.9 GTi"**

Standard equipment is plentiful. All UK GTis will get a central touchscreen that's larger than on the standard E-208, with TomTom navigation, plus Apple CarPlay and Android Auto connectivity, while an eight-year warranty will also come as standard, thanks to Peugeot's new 'Allure Care' package, which is dependent on main dealer servicing.

We expect the new Peugeot E-208 GTi to go on sale towards end of 2025, almost certainly costing a substantial chunk more than the current 54kWh GT Premium's £34,800 base price. Considering that the larger, arguably more premium Alfa Junior Veloce starts from just over £42,000, a price of around £38,000 seems likely for the GTi – slightly more than the MINI JCW.

ot’s hottest ever hatch

62mph in just 5.7 seconds

INTERIOR
Design and layout are modern, but with plenty of retro influences

GTi
PEUGEOT

“A FRONT-MOUNTED LIMITED-SLIP DIFF SHOULD HELP IMPROVE CORNERING, ALONG WITH STIFFER SUSPENSION AND A 30MM LOWER RIDE HEIGHT “

PEUGEOT
GTi

Updates give Disco Sp

Ellis Hyde

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Special editions, bigger touchscreen and styling tweaks give long-running La

AEX OFFICIAL
DISCOVE
636 WC

THE Land Rover Discovery Sport is more than a decade old, but the versatile seven-seat family SUV isn't being forced into retirement. Instead it's been updated for the 2026 model year with a more defined look, a bigger touchscreen and two new special editions.

Dynamic S is now the entry-level Discovery Sport spec, which Land Rover says gives the SUV a "dynamic and purposeful look" with a gloss-black finish on the grille, wheelarches, side cladding, lower bumpers and other trim parts, plus dark 'Discovery' lettering on the bonnet. There are new alloy wheel designs, too.

Every Discovery Sport now gets an 11.4-inch curved touchscreen running Land Rover's Pivi Pro infotainment system from the Range Rover, which also means wireless Apple CarPlay and Android Auto come as standard. A fully digital instrument cluster and gearshift paddles behind the steering wheel feature as well.

Above the Dynamic S sits the new Landmark edition, which is designed to celebrate the more than 35 years of adventuring and exploration behind the Discovery name. It features the mountain range logo that was first seen on the original 1989 Discovery's aluminium treadplates, and can be projected onto the ground at night by the car's puddle lights.

Landmark spec also includes a 3D surround camera system and a panoramic glass roof, while sliding and reclining middle row seats, 'Click & Go' tablet holders, and roof rails help maximise the SUV's versatility.

The flagship Metropolitan Edition focuses on style and luxury. It sports 20-inch diamond-turned alloy wheels, while the grille, bonnet lettering and skid plates have a silver finish.

The interior is trimmed in Windsor leather and there's a 650W 14-speaker Meridian surround-sound system, a cabin air-purification system and a digital rear-view mirror also fitted.

Engine options are unchanged, with every model having four-wheel drive and some level of hybrid tech. Land Rover's Ingenium four-cylinder diesel comes with 161bhp or 201bhp, with 48-volt mild-hybrid assistance. The plug-in hybrid uses a 1.5-litre petrol engine, a more powerful e-motor and a 15kWh battery for a combined 265bhp and up to 36 miles of pure-electric driving.

The refreshed Land Rover Discovery Sport follows recently updated versions of the full-fat Discovery and Defender, and is available to order now, with prices starting from £45,440 – a £900 increase from before. Upgrading to the Landmark Edition increases the price to £49,100, while the Metropolitan Edition costs from £55,885, but isn't offered with the 161bhp diesel engine.

As well as the car itself, Land Rover has also updated some of the Discovery Sport's options packs.

For instance, the Beach Days pack adds a cooler for food and drink in the centre armrest, sunshades to help keep the cabin temperature down when parked in the sun, and a collapsible organiser for the boot that keeps everything tidy.

The Snow Days pack allows you to carry up to four pairs of skis or two snowboards on the roof with a set of special carriers and cross bars, while rubber floor mats stop the carpet from getting ruined by dirty boots.

> **"THE FLAGSHIP METROPOLITAN EDITION SPEC FOCUSES ON STYLE AND LUXURY"**

UPGRADE
A curved 11.4-inch touchscreen is now standard on all Discovery Sports. It runs Land Rover's Pivi Pro software and includes smartphone connectivity

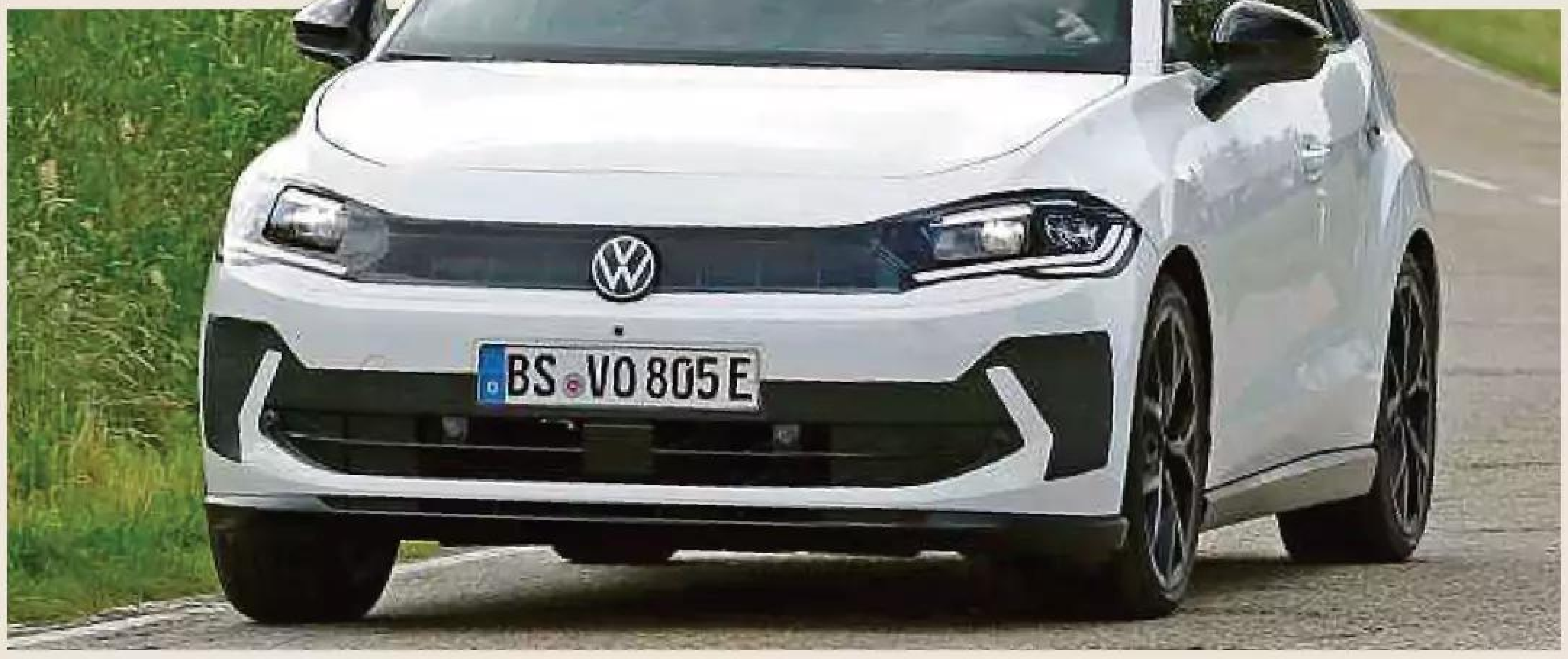
DISCOVERY
636 WCM

port a new lease of life

nd Rover SUV a boost

MILESTONE New mid-range Landmark version marks more than 35 years of Discovery name

FLAGSHIP Metropolitan Edition sits at the top of the refreshed range and focuses on style and luxury



Automedia

VW's ID.2 has been spotted testing ahead of the EV's reveal in September

ID.2 supermini sticks close to VW concept

NEW spy shots of the Volkswagen ID.2 or ID.Polo – VW hasn't quite made its mind up on the name – have revealed that the production model will stay true to the original ID.2All concept when it's revealed in September.

There's no getting away from just how important the new supermini-sized EV is for the German brand, because it doesn't just downsize its electric models, it also represents the beginning of a new era of interior and exterior design, and fast-moving battery innovation.

We've seen Volkswagen ID.2 prototypes before, but what's new here is that this is a full 'body-on' prototype that shares its external skin with the production car. This tells us an awful lot about the ID.2 that you'll be able to buy in 2026.

There are a few changes to the front, such as a bonnet that now sits higher, and the lighting that now turns downwards to help simplify manufacturing.

However, the body itself looks exactly the same as the ID.2All concept, except for the normal rear door handles swapped in for the show car's hidden units. The rear end also looks to be close, with a lightbar, square-shaped graphics and a clean tailgate.

But the big news is under the skin, because the ID.2 also heralds a heavily reformed EV architecture. As well as improving efficiency, it will lower production costs for VW, too, something the firm is relying on to re-establish its position as Europe's biggest and most profitable mainstream brand.

The ID.2 is promising big things, including a 25,000-Euro starting price that could dip as low as £20K when the car arrives in the UK.

> **"THERE IS NO GETTING AWAY FROM JUST HOW IMPORTANT THE NEW EV IS FOR THE GERMAN BRAND"**

Edition 50 marks half a century of the VW Polo

ELSEWHERE, Volkswagen has revealed a new Polo Edition 50 to celebrate the popular supermini's half century. Priced from £26,350, the special edition will be available in limited numbers in the UK, with sales starting later this month.

Unique to the Polo Edition 50 is the Crystal Blue paint, further enhanced by 17-inch alloy wheels and unique Edition 50 badges. Uprated LED front and rear lights are also standard fit.

Inside, VW has added more Edition 50 badges, plus a gloss-black dash insert and rear privacy glass. There is also a panoramic glass roof, dual-zone climate control, a reversing camera and keyless entry and start.

Under the bonnet is an 89bhp three-cylinder 1.0-litre petrol engine linked to a five-speed manual gearbox. There's no sign of a dual-clutch option, or more powerful powertrains, leading to an unusual combination of a very high equipment list paired with one of the brand's lower-spec engines.

Yet while it might be easy to sign this special edition off as a thin effort to mark 50 years of an iconic model such as the Polo, VW has bigger plans later in the year when its electric ID.2, or ID.Polo (left), arrives as the lynchpin for the brand's future line-up.

While the Polo isn't going anywhere yet, the ID.2 will represent VW's actual celebration of offering an affordable car to those wanting a Volkswagen.

Is the Smart Roadster

Ellis Hyde

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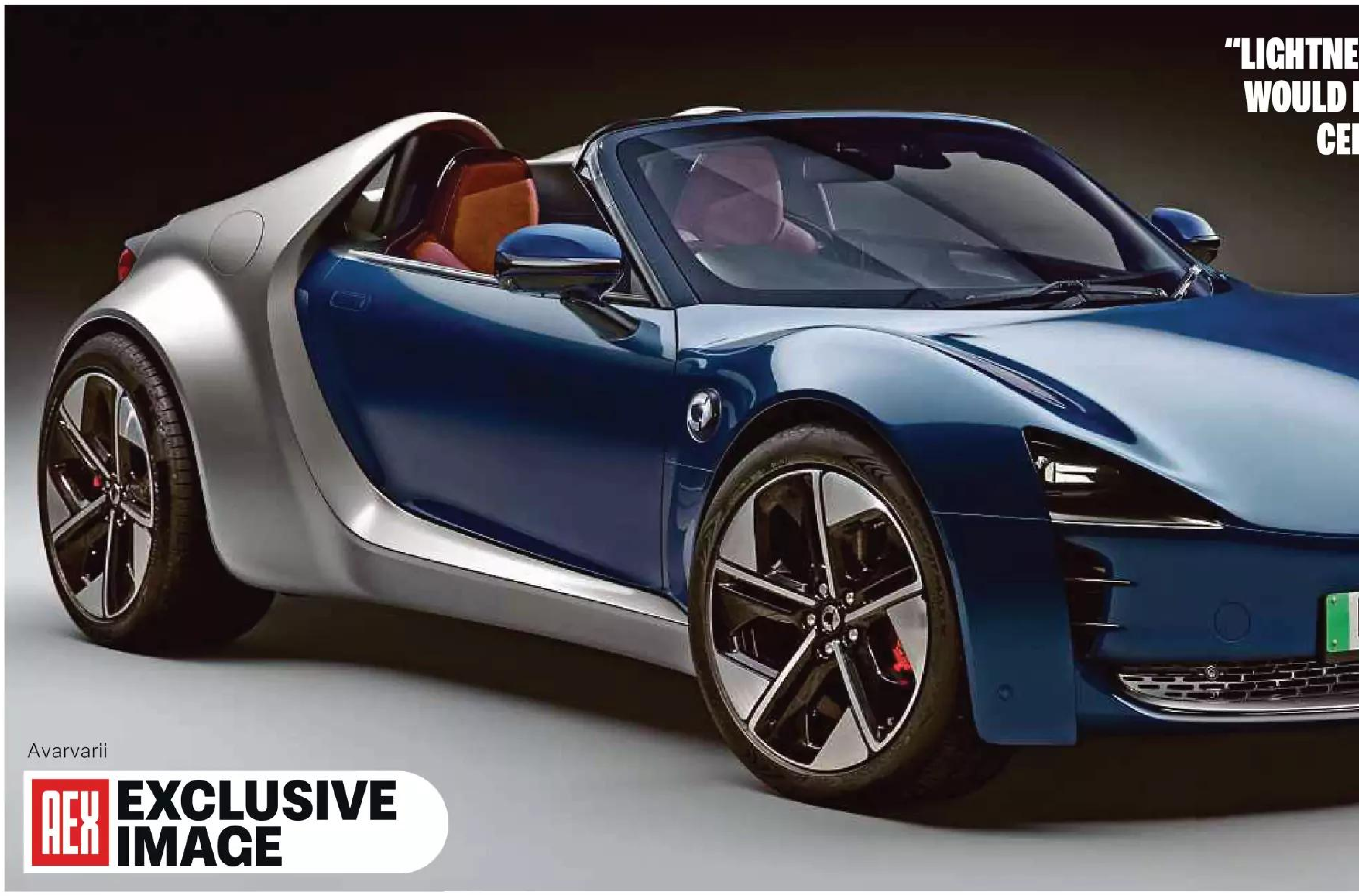
REVEALED With a procession of new electric sports cars on the way, Smart is



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AEX EXCLUSIVE IMAGE

AEX AUTO Express found out recently that Smart is preparing a successor for its ForTwo city car, which could leave the door open for the Smart Roadster to return.

Introduced back in 2003, the tiny, lightweight two-seater was respected for its balanced mid-engined layout. One noteworthy fan was legendary Formula One car designer Gordon Murray, who used a Roadster as his daily driver.

We asked Smart UK CEO Jason Allbutt about a new Roadster during an exclusive interview with Auto Express. He laughed, but seemed enthusiastic: “We used to have one of those in the family, and [it was] particularly good fun,” he told us.

“For a country that has more rain than probably any other European market, we are lovers of coupés and roadsters. So yes, I could see a possibility for such a car in the UK.”

As encouraging as that is to hear, Allbutt quickly added that there are no immediate plans to revive the Roadster. The brand currently has much bigger fish to fry, starting with the launch of its biggest model yet, the all-new Smart #5 SUV, which is due to go on sale this year.

Following soon after that should be a new electric family hatchback called Smart #6, which we expect to see in the coming months. Hopefully, by the time that arrives, we'll have commitment from the brand and a vision for the new ForTwo city car.

But if the idea of making a new sports car catches on and the Roadster does make a comeback, what could we expect from a new interpretation of the original formula? Lightness and compact size would be key, and it's near-certain to be electric.

Smart is committed to its vision of being an EV-only brand, but that shouldn't stop it forging ahead with plans for a new sports car. Indeed, several established names will make the switch to electric over the next two years. Most recently, we learned about the new Alpine A110 due to be unveiled in 2026, which its maker says will weigh less than 1.5 tonnes and feature innovative in-wheel motors.

The next-generation Porsche Boxster and Cayman will also be ditching petrol power, as will the Lotus Emira and the Mazda MX-5.

Given the individual look of each of Smart's current models, it's impossible to say with any certainty what a next-gen Roadster may look like. We believe the design team would keep the original's relatively lengthy wheelbase, with the wheels pushed out to the corners, plus the cab-rearward look and long bonnet. Features such as the contrasting side blade and rollover hoop could also be carried over.

But Allbutt clearly has reservations about how ready roadster buyers may be when it comes to embracing EVs.

“I think a lot of people that drive these cars historically have been traditional car enthusiasts,” he told us. “Part of the joy of having the roof down, in case you have less hair to be ruffled nowadays, is also to hear the sound of the engine.

“Maybe there's a new audience that would be looking at [an electric roadster] in a different way. I'm not quite sure yet as to who the buyers of that car really are. It's too early to tell right now, but we'll see.”

How those other sports cars perform could influence Smart's decision to make a new Roadster. The brand is still half-owned by Mercedes, in tandem with Chinese group Geely, giving the company access to the latest technology and the ability to respond quickly to trends.

JASON ALLBUTT Smart UK CEO

> **“FOR A COUNTRY THAT HAS MORE RAIN THAN OTHER MARKETS, WE LOVE ROADSTERS, SO I CAN SEE THE POSSIBILITY FOR SUCH A CAR”**

set for a comeback?

watching the market with interest to see how a reborn Roadster would fare

SS AND COMPACT SIZE
BE KEY, AND IT'S NEAR-
RTAIN TO BE ELECTRIC"
smart
KX28 DVC

ICONIC ROOTS The original Smart Roadster was the brand's second car, following the ForTwo and ahead of the ForFour supermini. It used the ForTwo's engine and transmission and was praised by critics at the time for its sharp dynamics

SUV gets a power boost but loses range

AWD in new dual-motor version of Grandland Electric

A NEW all-wheel-drive version of the Vauxhall Grandland SUV has been announced – the brand's first EV to feature a dual-motor system.

The regular Grandland Electric uses a 210bhp electric motor to drive the front wheels only, but the AWD model adds another 110bhp e-motor to the rear for a combined 320bhp, with 509Nm of torque.

The increase in power will propel the family SUV from 0-62mph in 6.1 seconds. It will offer four drive modes: Normal, Eco, Sport and AWD. These will adjust the power output, steering and throttle settings, traction control and when the rear e-motor kicks in, to offer the best stability and efficiency.

It uses the same 73kWh battery as the single-motor variant, dropping the range from 330 to 311 miles, with 100kW charging giving a 10 to 80 per cent top-up in 30 minutes.

Sale start in autumn, with prices likely to start near £40,000. In this issue, we've tested the two-wheel-drive Grandland against the Renault Scenic – see how it fared on page 40.

Uber to trial driverless taxis in Greater London

Trafalgar Square 29
LJ733 PS

Ford Mustang Mach-E BlueCruise is the UK's first road-legal autonomous car

Tom Jervis

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UBER is to start trials of driverless taxis in London next year, ahead of the Tesla Cybercab (below), due to arrive in the US "before 2027".

The ride-hailing platform has been working with UK artificial intelligence firm Wayve to perfect its Level 4 autonomous driving tech in "complex driving environments".

The announcement comes after the Government said it would begin implementing a fast-track framework to introduce autonomous "taxi and bus-like" pilot services to UK roads.

Transport Secretary Heidi Alexander said the project will "drive growth, create 38,000 jobs and add £42bn to our economy".

Uber has not confirmed whether its pilot scheme will be open to the public or, indeed, how it will be implemented; the firm says it will announce further details "in the coming months". Its chief operating officer, Andrew Macdonald, said: "[Uber's] vision is to make autonomy a safe and reliable option for riders everywhere, and this trial brings that future closer to reality."

But any change won't be quick; the Automated Vehicles Act will require driverless cars to "achieve a level of safety at least as high as competent human drivers".

The general secretary of the Licensed Taxi Drivers' Association, Steve McNamara, told the Guardian newspaper that the Government is "living in fantasy land". He said: "We're probably going to have flying taxis before we have autonomous ones in London".

You can read our columnist Mike Rutherford's forthright views on autonomous vehicles on page 82.

Renault 4 to the rescue

French firefighters help brand design Vision 4Rescue EV concept that's a too

Ellis Hyde

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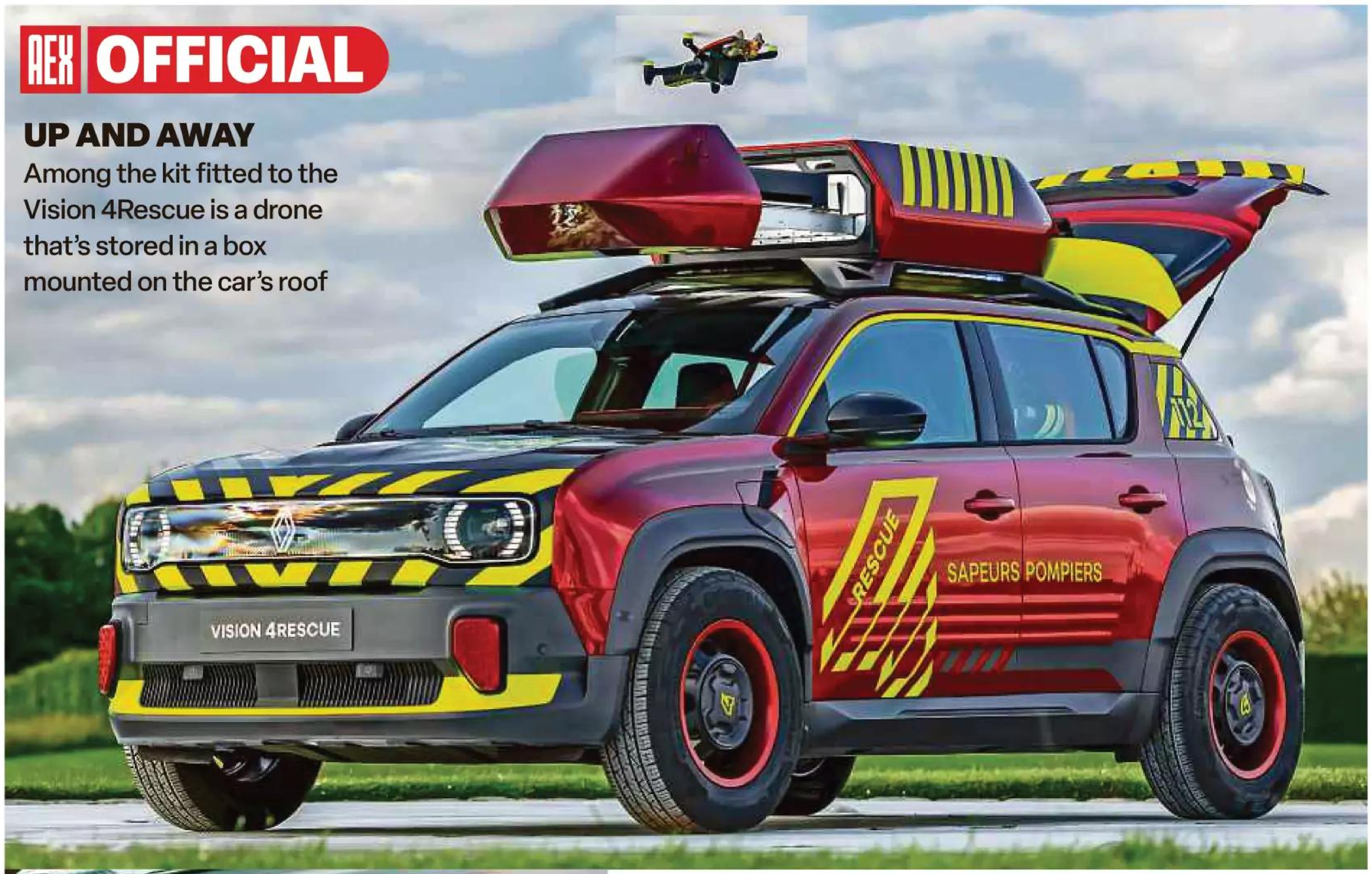


UP AND AWAY
Among the kit fitted to the Vision 4Rescue is a drone that's stored in a box mounted on the car's roof

THIS is the Renault Vision 4Rescue concept: a small, all-wheel-drive SUV designed with tech to help restore communication in disaster zones.

The original Renault 4 was used for many things during its life, including as an ambulance and a police car, and now the 21st-century interpretation has been repurposed by the emergency services to meet all the needs of a modern fire department.

Renault's Vision 4Rescue concept has been designed with help from firefighters and is essentially a hi-tech toolbox on wheels with some unique features. For instance, the large box on the roof houses an observation drone, plus antennas and other kit for restoring communication networks in the wake of a disaster.

The car features interconnected solutions that are part of an ecosystem developed by Software République – a collaboration between seven French firms, including the Renault Group – which is designed to standardise the different tech used by the emergency services so they can coordinate responses better and more quickly.

A large module has been fitted in the boot, with the upper section featuring a sliding desktop and two screens connected to a computer, which turns the car into a mobile command centre. Below that are two storage compartments housing essential equipment for firefighters, including helmets, clothing and bags, as well as tablets and walkie-talkies that are charged at all times.

Other carefully considered tweaks to the interior include a reflective strip on the inside of the rear doors, so people can see they're open even in environments with poor visibility.

A metal bar on the dashboard can be used as a grab handle or support for the radios. Hence why it's also engraved with the words "Je te reçois 4 sur 4", which means "reading you loud and clear". Finally, the specially designed seats are made partly from foam recycled from firefighting gear.

Other features are the fluorescent yellow graphics, plus the blue LED light strip underneath the roof box, and the 112 and 18 on the rear are the numbers to call the French emergency services.

The new Renault 4's retro-inspired overriders on the front and rear bumpers have been replaced by 3D-printed parts that are still shock-absorbing and have a 'PinPon' pattern, which is supposed to be a nod to the sound made by the sirens of emergency vehicles in France.

As with the Renault 4 Savane 4x4 concept that was unveiled earlier this year, the Vision 4Rescue has been raised to provide an extra 15mm of ground clearance over the regular R4, and features dual motors for all-wheel drive. The regular Renault 4 is due to go on sale in the UK next month.

112
SAPEURS POMPIERS

"A SLIDING DESKTOP AND TWO SCREENS CONNECTED TO A COMPUTER TURN THE VISION 4RESCUE INTO A MOBILE COMMAND CENTRE"

for emergency services

lbox on wheels

PLUG-IN OPTIONS
The PHEV Q5 is available as an SUV (pictured) and Sportback coupé-SUV

New plug-in Audi Q5 e-hybrid offers up to 62-mile EV range

AUDI has revealed details of a fresh plug-in hybrid powertrain for the new Q5 and Q5 Sportback, which will be available to order in the UK next month. The Q5 e-hybrid quattro PHEV system can travel up to 62 miles on electric power alone.

Essentially, the set-up shares the new Audi A5 and A6's general powertrain layout and elements. It's made up from a 247bhp 2.0-litre four-cylinder turbo petrol engine paired with an electric motor and a 25.9kWh battery pack. The 295bhp total system output powers Audi's quattro all-wheel drive system through a new dual-clutch auto gearbox, accelerating the car from 0-62mph in 6.2 seconds and topping out at 155mph.

With such a sizeable battery, Audi has increased the AC charging potential to 11kW – which will top up the pack in around 2.5 hours from empty – but has stopped short of offering any DC fast-charging capabilities.

This new powertrain's other features include higher levels of regenerative braking through both the brake pedal and when lifting off the throttle; the strength of this can be controlled via steering wheel-mounted paddles.

Audi says that around 90 per cent of all braking can be handled by the regen system, helping the Q5 e-hybrid cover up to 62 miles on battery power – 45 per cent more than the previous generation, and splitting its two key rivals. BMW's plug-in X3 is rated to around 50 miles from its slightly smaller 20kWh battery pack, but the Mercedes GLC has a 75-mile WLTP range.

The weighted CO_2 figure of 56-75g/km also puts the Q5 in a higher tax bracket than the 13g/km Mercedes claims for the GLC. This will have an effect on the tax bill for company-car owners.

Fitting the battery pack means boot capacity in this Q5 is down on non-PHEV versions. Audi quotes 438 litres for the SUV and 433 litres for the Sportback, which is a loss of around 80 litres compared with standard models.

Pricing in the UK starts at £56,740 for the plug-in hybrid Q5 SUV and £59,240 for the Sportback variant.

A new Alfa Romeo is set to follow the 33 Stradale (above)

Alfa supercar on the cards following sailing team link

ALFA Romeo's next supercar has moved a step closer, with a new "very limited-edition" top-end model set to be developed in conjunction with Italian sailing team Luna Rossa, following a partnership between the brands.

"We will do something bespoke and limited, and also something that touches a higher number of people," said Alfa Romeo CEO Santo Ficili, opening up the possibility for a Luna Rossa series of special editions of existing models to sit alongside the halo small-volume performance car.

Alfa's chief said the brand would be tapping into Luna Rossa's experience of working with carbon fibre on its America's Cup sailing boats. "We have seen what they can do with lightweight materials," Ficili added.

Avoid using car finance claim firms, says watchdog

CONSUMERS have been advised to steer clear of using car finance claim firms, because the UK's top financial watchdog says they could be spending money unnecessarily.

The Financial Conduct Authority has begun setting out advice surrounding a possible redress scheme with regard to the ongoing car finance scandal which, experts say, could see billions of pounds made available for possible claims.

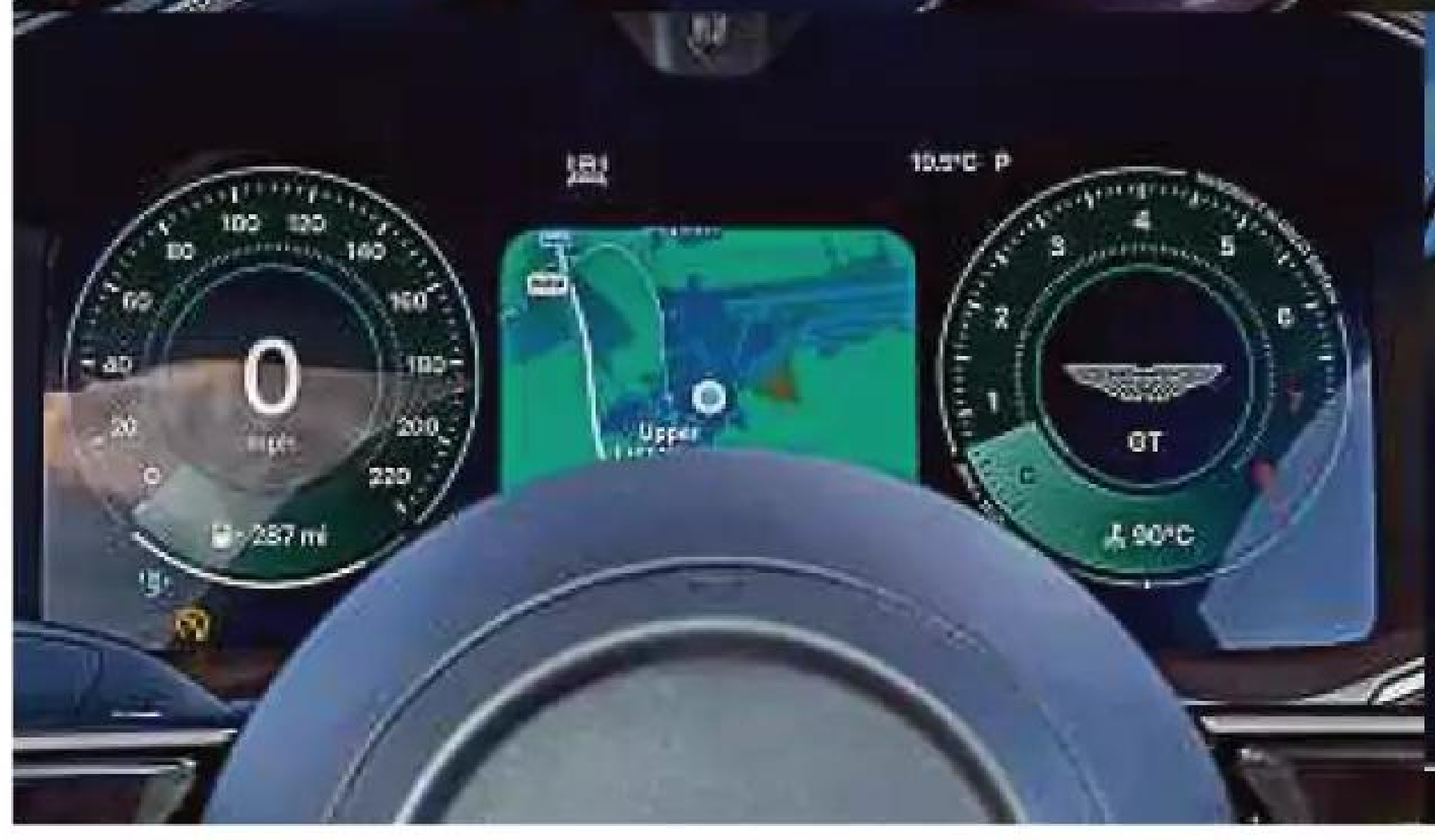
With firms now popping up to assist potential claimants, the FCA has told drivers that by using one "they may end up paying for a service they do not need and having to pay up to 30 per cent in fees out of any award they may receive".

Instead, consumers can submit timestamped complaints and claims. Tools such as those on the MoneySavingExpert website can help them search for finance agreements. The site also has a template to help draft a letter of complaint.

The Supreme Court is set to decide in July if "discretionary commission arrangements" (DCAs) were illegal. Consumers can expect the FCA to announce within six weeks of the judgement whether a full redress scheme will be set up.

APPLE CARPLAY: WE TR NEXT GENERATION OF IN

CARPLAY IS GETTING A NEW LOOK AND WILL SOON BE ABLE TO PROVIDE EVEN MORE FUNCTIO



Tom Jervis

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ACCORDING to Apple, CarPlay is used more than 600 million times per day. It's no surprise, then, that the tech giant wants to keep evolving its in-car software. As such, Apple CarPlay Ultra is on its way, billed as a giant leap in terms of functionality.

Set to arrive later this year, CarPlay Ultra will, at first, only be available on Aston Martin cars, but more manufacturers have signed up and are set to bring it to their model ranges in the near future.

Before its release to the public, we've taken a deep dive to uncover what you can expect from this next generation of smartphone mirroring.

DIGITAL DIALS

THE headline feature of CarPlay Ultra is how the software now extends into the base car's instrument cluster, providing essential information directly into the driver's eyeline.

There are six layouts to choose from, ranging from a full-screen display for music or sat-nav maps, to minimalist line gauges, reminiscent of the Modular face on the Apple Watch.

The stand-out configuration is the one designed by Aston Martin itself; dressed in British Racing Green and enhanced by small flourishes such as the 'Made in Great Britain' script on the speedometer.

Users can easily swipe on the steering wheel controls to configure the centre widget to once again show things like music, sat-nav maps and car information. While this is the only Aston-specific gauge at the moment, the firm hinted that there is scope to add more in the future.

That's the only customisation possible on Aston's own set of CarPlay dials; Apple's gauges can be tweaked to your preference, however, with different colours and backgrounds all selectable via the main central touchscreen.

MAIN SCREEN

THE focus of the Ultra additions to the main screen isn't to completely change the look of the CarPlay experience, but to add more functionality without having to use the car's own infotainment software.

Ultra features three new icons on the home screen: Radio, Climate and Car. The first two are self-explanatory; you can adjust the car's radio and climate settings (including things like turning on heated seats and windscreen demisters) all within the CarPlay screen itself.

More interesting, however, is the new Car app, which houses almost all of the settings you may want to adjust on the fly, accessed via Apple's simple user interface. For example, you can change and configure drive modes, as well as turn off driver-assistance functions. Pressing a button on the centre console to turn off driver aids also brings a response within the CarPlay interface, giving the experience of an integrated feel.

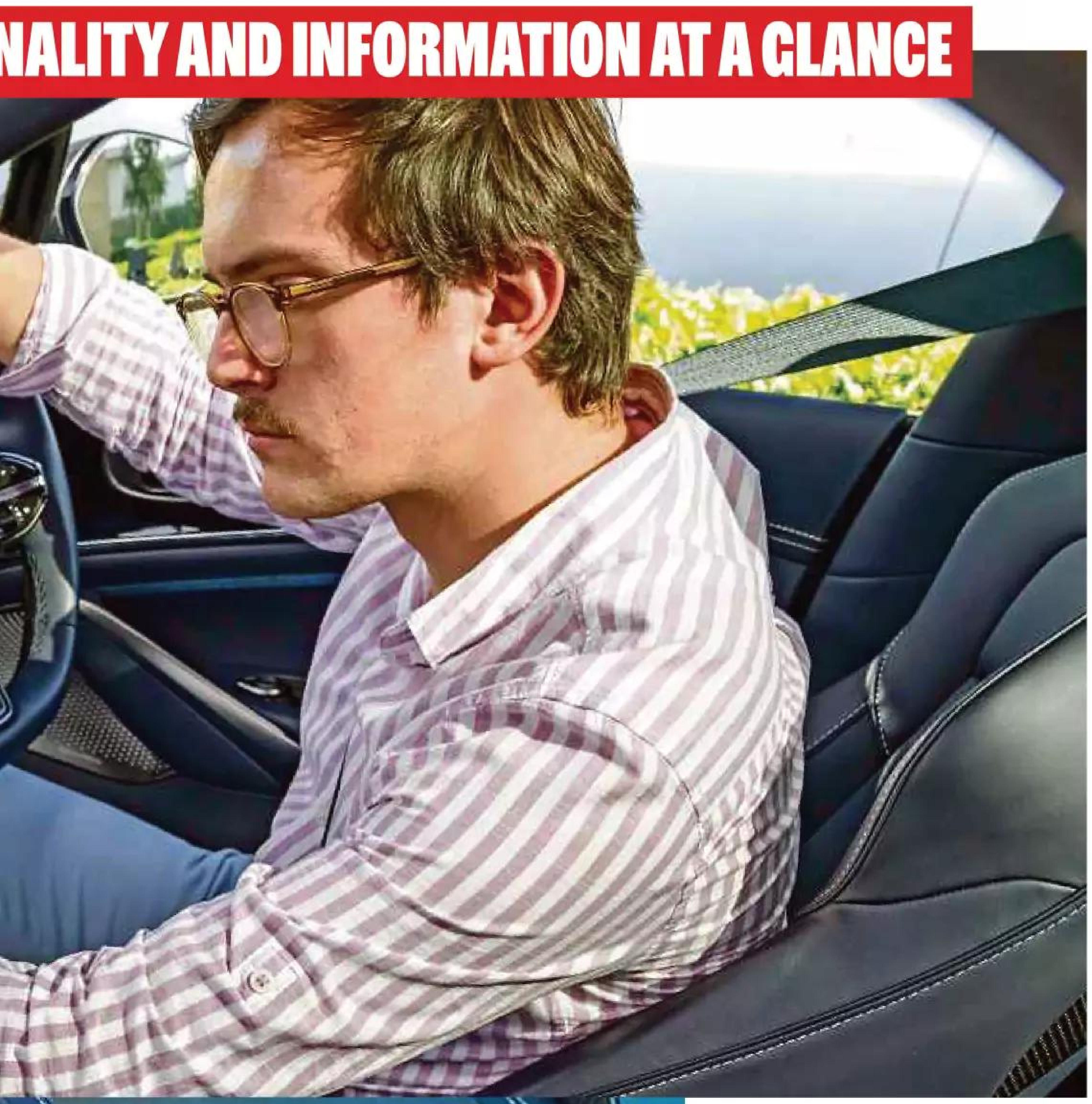
That said, several functions, such as adjusting ambient lighting, require Aston's own infotainment software. Thankfully, Apple has engineered a clever solution, which punches through the main screen to Aston's operating system, allowing you to adjust things while maintaining CarPlay's menu bars along the side. It makes switching easier and ensures the experience doesn't feel jilted.

> **"PRESSING A BUTTON ON THE CONSOLE TO TURN OFF DRIVER AIDS ALSO RESPONDS WITHIN THE APPLE CARPLAY INTERFACE"**

Swipe right on the main screen and this will now also bring you to a set of widgets like those on the iPhone

RY OUT THE
-CAR TECH

NALITY AND INFORMATION AT A GLANCE



DBX Settings
Bowers & Wilkins
Individual Drive Mode
Hill Descent Control
Audio

EASE OF USE
Apple's new CarPlay Ultra system brings the phone and car interfaces together for a better integrated user experience

when in 'Dock' mode. Users can flick between options for things like time, calendar, to-do lists and other handy info that can be viewed at a glance.

WHAT CARS ARE GETTING APPLE CARPLAY ULTRA?

SO far, Aston Martin is the only manufacturer to offer CarPlay Ultra; new orders of the DBX 707, DB12 and Vanquish will all come with the necessary firmware, while older models can be retrofitted with it for a small additional cost.

Don't fret if you're not able to splash a six-figure sum on a new car, though; Apple has confirmed that Kia, Hyundai and Genesis are set to receive CarPlay Ultra capability in the near future, with the likes of Audi, BMW, Ford, Land Rover, Mercedes, Porsche and Volvo having also pledged their support for the software already.

CONSUMER REPORT

ASTON MARTIN
CarPlay Ultra

NEW UPDATE FOR APPLE CARPLAY FIXES ONE OF ITS BIGGEST ISSUES

Interface will benefit from major Apple iOS update

AEX ELSEWHERE Apple has unveiled its latest iPhone software update, which brings with it a host of fresh features for CarPlay – one of which fixes one of our big issues with the set-up.

During its annual Worldwide Developers' Conference, the firm pulled the covers off iOS 26, which introduces a new look called 'Liquid Glass'. This involves the use of transparent elements on the screen, which replicate the look of glass and have rendered reflections to look more natural.

However, this new look won't be exclusive to the iPhone, because users will also see it mirrored on their car's touchscreen via the latest version of Apple CarPlay.

As before, the screen will lighten and darken depending on the time of day, while new wallpapers will also be available.

Perhaps more useful, though, is the fact that incoming calls are now displayed in a more condensed format at the bottom of the screen, meaning that crucial information such as sat-nav directions are not concealed – an oversight that has previously pained many a CarPlay user.

'Live Activities' now also display within the main screen, meaning that if you're following a football match or a delivery, for example, the progress will project neatly in a widget on the home screen.

Speaking of which, customisable widgets like the iPhone's 'Dock' mode are to be available for all CarPlay users – not only those lucky enough to have an Aston Martin and thus be using CarPlay Ultra. These show on a separate page and include information such as the time, date, to-do lists and even smart-home controls.

Finally, Apple has made improvements to Apple Maps. Your device now remembers places you've been, making searching for them again easier, and the set-up will even learn your movements to present a better route. This is encrypted on your device, meaning you can relax knowing that Apple CEO Tim Cook isn't watching your every move.

The latest version of iOS, and in turn CarPlay, will be released later this year – likely in September, with the launch of the new iPhone 17. Users can access features early by signing up to Apple's Beta program, but we'd advise caution, because doing so leaves you exposed to potential bugs that won't be in the final release.

9:41
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Arrive at Apple Park
JFK
SJC

"CUSTOMISABLE WIDGETS LIKE THE iPHONE'S 'DOCK' MODE ARE NOW AVAILABLE TO ALL CARPLAY USERS, NOT ONLY THOSE LUCKY ENOUGH TO HAVE AN ASTON MARTIN"

AUTO EXPRESS

FIRST FOR DRIVES

24 SKODA ELROQ VRS
Fastest-ever Skoda rated

28 AUDI Q6 E-TRON SPORTBACK
Our verdict on sleek EV

30 BENTLEY BENTAYGA SPEED
Ultimate SUV gets new V8

DS No

FIRST DRIVE Banish your pre
EV is a big French car that des

Jordan Katsianis

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WE'RE going to get straight to the point and start this review by saying the DS Automobiles No8 is a very good car. There's no caveat to this, no obvious 'buts' or deal breakers, aside from maybe just one. No matter how good or bad they are, big, expensive French cars just don't sell well here in the UK. And if this remains the case for the Citroen spin-off brand's new flagship, it would be a shame, because there's a lot to like.

Under the skin, DS has used the same STLA Medium platform as found on the new Citroen C5 Aircross and Peugeot E-3008, but here there's a stretched wheelbase plus a lowered roofline. This yields a couple of immediate benefits, such as a sleeker silhouette that does a good job of paying homage to Citroen icons such as the DS and SM, and also makes the DS No8 one of the slipperiest of all STLA-based models, helping to maximise its range.

The DS No8 is only available with all-electric powertrains, and features single or dual-motor layouts and two battery options. The entry-level model uses a 73.7kWh battery and a single 226bhp motor mounted on the front wheels, but a second, long-range 97.3kWh battery pack can be had with either a 242bhp single or 343bhp dual-motor layout. All have a subtle overboost function, which adds around 30bhp to the total, but is only available for a short period to help with overtaking.

More impressive, though, are the range figures, with the base car quoted to be capable of 341 miles on a charge. However, the long-range single motor variant, with its headline 465 miles, not only matches lots of key rivals, it annihilates them. Even with the highest performing dual-motor set-up, a 426-mile range is on offer. As well as making use of the STLA-Medium platform's inherent efficiency, DS has been able to double down on this with a range of aero tricks, backed up on paper with an impressive drag coefficient of just 0.24.

Most competitors aren't able to get close to those range figures, with the more expensive Polestar 4, for example, achieving around 380 miles at best. To get closer to the No8's figures, you'll have to upgrade to something like an Audi A6 e-tron or Tesla Model S, but you'll also be spending the best part of another £20,000 to do so.

We drove both single and dual-motor variants fitted with the large battery pack, and found its on-test efficiency figures to be a little lower than you'd need to reach its sky-high numbers. But at around four miles per kWh, it still represented an

> **"Its headline 465-mile range not only matches lots of key rivals; it annihilates them"**

ESSENTIALS

DS Automobiles No8 Long Range Etoile

Price: £59,290 **On sale:** Now
Powertrain: 97.3kWh battery, 1x e-motor
Power/torque: 242bhp/345Nm
Transmission: Single-speed automatic, front-wheel drive
0-62/top speed: 7.7 seconds/118mph
Range: 465 miles
Max charging: 160kW (20-80% in 27 mins)
Size (L/W/H): 4,820/1,900/1,580mm

“It handles its weight well, feeling better composed than a Polestar 4 and more natural than a Mercedes EQE”

o8

conceptions – this luxury
serves to be on your radar

impressive figure considering the hilly terrain of our test route. To further assist efficiency all year round, a heat pump is also standard fit.

On paper, peak DC charging of 160kW doesn’t sound groundbreaking, but DS says the flat charging curve means that a 20-80 per cent charge will take 27 minutes – which is class-competitive.

Performance felt a little lacking in the single-motor variant, with the No8 taking a fairly relaxed 7.8 seconds to reach 62mph, but the dual-motor model more than made up for it with an impressive 5.4-second figure. The difference between the two was quite obvious on the road.

Yet the good news doesn’t stop there. While the association with the ultra-comfortable classic ID

ON THE ROAD

Handling is agile and competent, but where the No8 really shines is in its fantastic ride comfort, which puts some rivals to shame

and DS19 is a tough one to live up to in our age of ‘sporty’ executive cars and the current desire for big wheels, the level of ride quality and refinement in the No8 is mightily impressive.

Its chassis hardware is relatively simple – coil springs and adaptive dampers are a world away from the hydro-pneumatic systems of Citroens past – but it dealt with bumps and rough roads around our Alpine test location with aplomb, despite the 20-inch or 21-inch wheels fitted. High-spec

DS AUTOMOBILES

ELECTRA 3D BY FOCAL

WHAT'S IN A BRAND?

DS is aiming the No8 at an upmarket audience, but will the quality and specification on offer be enough to banish the 'posh Citroen' image?

editions of the new DS are equipped with a clever road-scanning system that will prime the dampers for rough sections of road, and while it's a good feature to have, overall the car remains comfortable for most of the time, anyway.

It also comes without feeling too wayward; true, this is no CX GTi, but it handles its weight well, feeling more composed than a Polestar 4 and more natural than a Mercedes EQE. The steering is well weighted and direct, without feeling too pointy or particularly sporty, and together with the suspension tune, it suits the car's relaxed nature.

This adds to the overall comfort and quality of the interior, which feels and looks, frankly, brilliant. In a world where the latest Audi A6 e-tron resembles a Currys PC World big-screen TV department, the inside of the DS No8 is a different experience – more high-end Parisian hotel than department store. Top-spec Etoile models fitted with either the standard blue Alcantara or sumptuous caramel Nappa leather seen here feel simply superb, and even the entry-level cars have a luxurious, highly detailed execution that is genuinely refreshing.

This tactility is maintained throughout the cabin, with almost all of the materials you touch appearing luxurious. Even the most humdrum of elements, such as the dash top or centre console, are finished in unusual and high-quality finishes. Sure, if you hunt for them, you'll find a few flimsy plastics, but they really do need to be deliberately sought out.

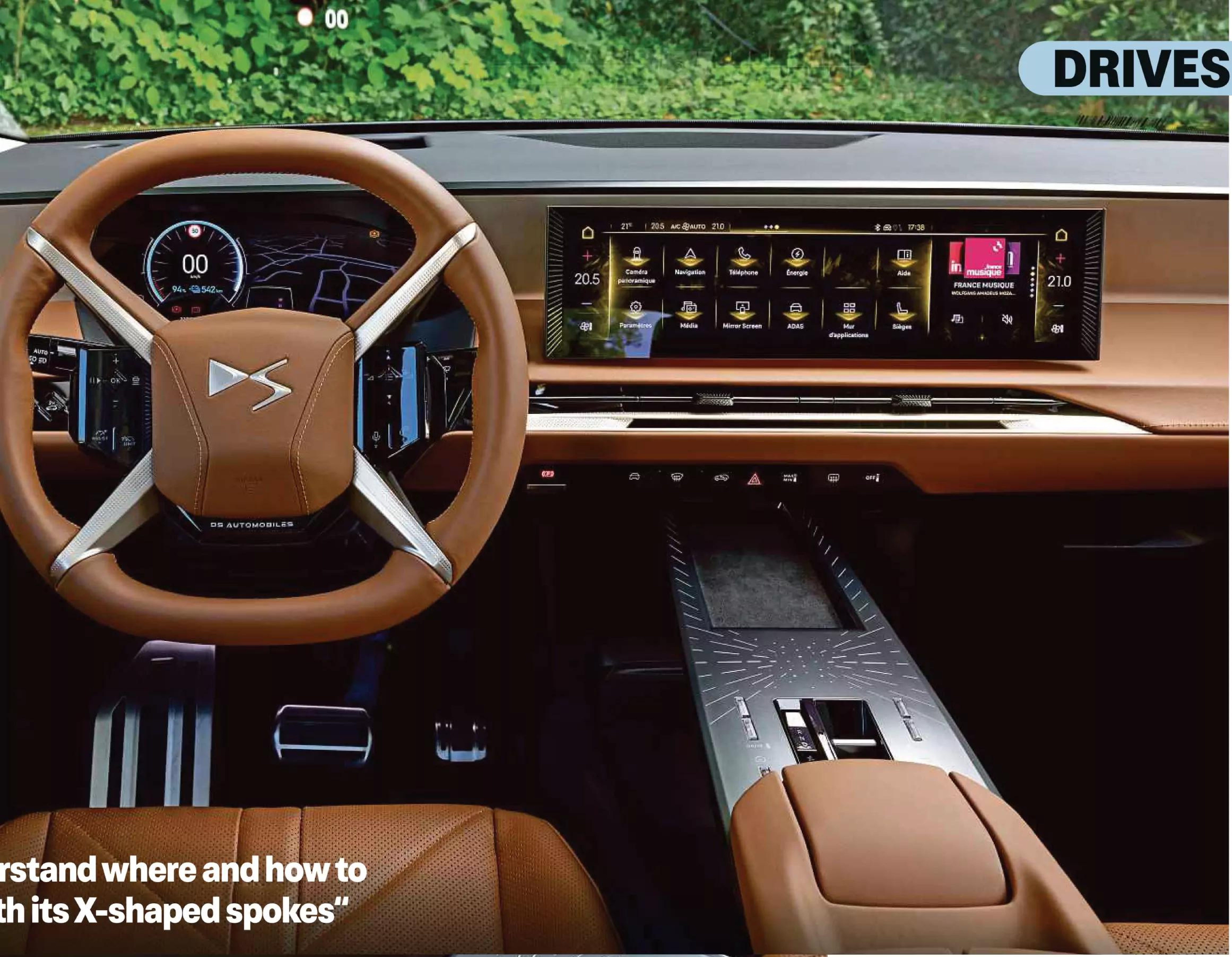
The dash layout itself is simple, but its architecture is carefully curated, gently uplighting warm metal or textured plastic trim pieces. On top of the main dash is a 16-inch infotainment screen that in effect acts as both a main touchscreen and a passenger display. It's fast to react and while not immediately easy to navigate, can be mastered relatively quickly. In addition to the main binnacle is a further driver's display that looks to be concealed behind a glass cabinet, with additional information available on the optional head-up display.

The screen size and functionality aren't quite as you'll find in the latest BMWs, Audis or Polestars, but it's not enough to dilute the interior's elegance or attention to detail. Instead, your attention is captured by the interior's other elements – from the tapered centre console to the massaging seats. It genuinely feels like something new and exciting.

Space up front is good, with a driving position somewhere between a standard saloon and an SUV. The rear seats, however, are a little tighter

"It took some time to unde
hold the steering wheel wit

DS AUTOMOBILES
HC-311-XL



rstand where and how to
th its X-shaped spokes"

than ideal in the class, and that sloping roofline means the car's load area is no more useful than what a standard three-box saloon has to offer, albeit one with a decent 620 litres of capacity.

More controversial is the steering wheel with its X-shaped spokes. It took some time to understand where and how to hold it, but we eventually got used to it. The haptic controls also seem to work well, as do the paddles that sit behind them and control the brake regeneration. As for the curious exterior design? It shifts between brilliant and a bit bonkers every time you look at it.

The DS No8 will probably be a rare sight in the UK, but it offers a combination of elements that have a broad appeal. But for many, the idea of a high-priced Citroen – which is how a lot of people still regard DS cars – will be tough to overcome when the entry-level model costs a touch over £50,000 and the range extends beyond £64,000 for the top-spec bells and whistles edition.

The projected depreciation is another element that might put people off. The No8 is expected to retain only 47 per cent of its value after three years, but most high-end EVs are in a similar boat.

Taken on face value, the new DS No8 is quite an achievement for the brand. Let's hope there are enough customers brave enough to enjoy it.

INTERIOR DESIGN

The No8's cabin feels like a work of art, with sumptuous materials and subtle details. Tech integration is refreshingly low-key

VERDICT ★★★★☆

THERE'S no denying the DS No8 is a curious car from a niche manufacturer in the UK, but look beyond this and there's a lot on offer for buyers who want a high-spec, long-range EV. In fact, there's very little to mark the DS No8 down at all; it rides extremely well, has an impressive range and a superb interior, and although depreciation seems high, it's no worse than most other premium EV rivals.

Skoda Elroq vRS

FIRST DRIVE The letters vRS hold a special place in the hearts of fans of Skoda's hottest models. Can the racy flagship version of the brand's big-selling Elroq win them over, too?

Richard Ingram
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THE Skoda Elroq is set to be another runaway success for the Czech car maker. The company has taken 70,000 orders in nine months, and it was Europe's best-selling EV in April.

The firm's sporty vRS brand continues to flourish, too; almost half a million models – across the Fabia, Octavia, Kodiaq and Enyaq nameplates – have left the factory with the hallowed badge on the back, and the story looks set to continue with its next instalment: the Elroq vRS.

Except the Elroq doesn't get a vRS badge on the back – only on the front wings. The styling for Skoda's latest sporting hopeful is best described as subdued; apart from our car's Mamba Green paint (a no-cost option), external changes are largely limited to new bumpers, different wheels, and some gloss-black details for the exterior trim.

Indeed, in some of the specifications we tried on the international launch event, you'd be hard-pushed to know that this, the hottest Elroq, is a vRS at all. In Moon White, with the smaller of the two wheel options, it looks, dare we say, a bit boring.

But vRS buyers have long loved the inconspicuous, undercover police-car vibe, and while the Elroq certainly ticks those boxes from the outside, the cabin is a bit bolder. There's green stitching for the dashboard and steering wheel, and similar-coloured piping for the seats, plus a decent mix of premium-feeling microsuede and artificial leather throughout. Aside from some slightly suspect stitching on the headrests, it appears reassuringly expensive, yet also built to stand the test of time.

We found the seats supportive during our drive, which took in the smooth motorways north of Prague, plus some scarred urban roads and rougher sections of the stunning Czech countryside. The Elroq vRS rides very well indeed, even factoring in the top-spec model's specific suspension tune and stiffer anti-roll bars. We'd opt for the smaller 20-inch wheels (the 21-inch rims are a £620 option) if comfort is a concern. It really needn't be, though.

Elsewhere, the vRS feels more like a slightly faster, slightly sharper version of the standard car than a fully fledged performance flagship. That's to say it drives neatly even at pace, with a predictable chassis and not much movement in the body. The Dynamic Chassis Control can be adjusted up to 15 ways, using the car's Individual drive mode, and there's plenty of traction from the wide-section Hankook tyres and dual-motor powertrain, too.

The throttle map is linear, even in Sport, with the car building speed progressively rather than pinning you in your seat like you might expect in something pushing out 335bhp. Officially, 0-62mph takes 5.4 seconds – making this the fastest-accelerating Skoda ever – but we found mid-speed shove the more impressive facet of the vRS's straight-line performance. With 545Nm of torque, planting your foot for an overtake sees the Elroq surge forward and pass slower-moving traffic with ease.

The steering is well weighted and the brakes are strong, too. There's good feel through the controls and various settings for the recuperation; the strength can be adjusted on the fly via the steering wheel-mounted paddles, although in Comfort or Normal it resets to a coast every time you re-engage the throttle. In Sport it'll hold one of the more aggressive settings, but none is powerful enough to bring the car to a complete stop.

Overall then, the Elroq vRS is an easy car to drive quickly, if one that lacks a little when it comes to excitement or on-the-edge thrills. There are no drift modes or simulated gearchanges like you might find in alternatives such as the (much more expensive) Hyundai Ioniq 5 N, but the Elroq feels more grown up as a result. Admittedly most of this car's direct rivals – including the mechanically similar Volkswagen ID.4 GTX, and smaller, less practical Volvo EX30 Twin Motor Performance – target a similar audience with little ill effect.

One thing we do think is lacking, however, is any kind of synthesised sound for the cabin. It's a complaint we've levelled at the GTX in the past, and is a problem here as well. There

"Buyers of vRS models have long loved the inconspicuous, undercover police-car vibe"

ESSENTIALS

Skoda Elroq vRS

Price: £46,560 **On sale:** Now
Powertrain: 79kWh battery, 2x e-motors
Power/torque: 335bhp/545Nm
Transmission: Single-speed automatic, four-wheel drive
0-62/top speed: 5.4 seconds/111mph
Range: 339 miles
Max. charging: 185kW (10-80% in 26 mins)
Size (L/W/H): 4,488/2,148/1,608mm

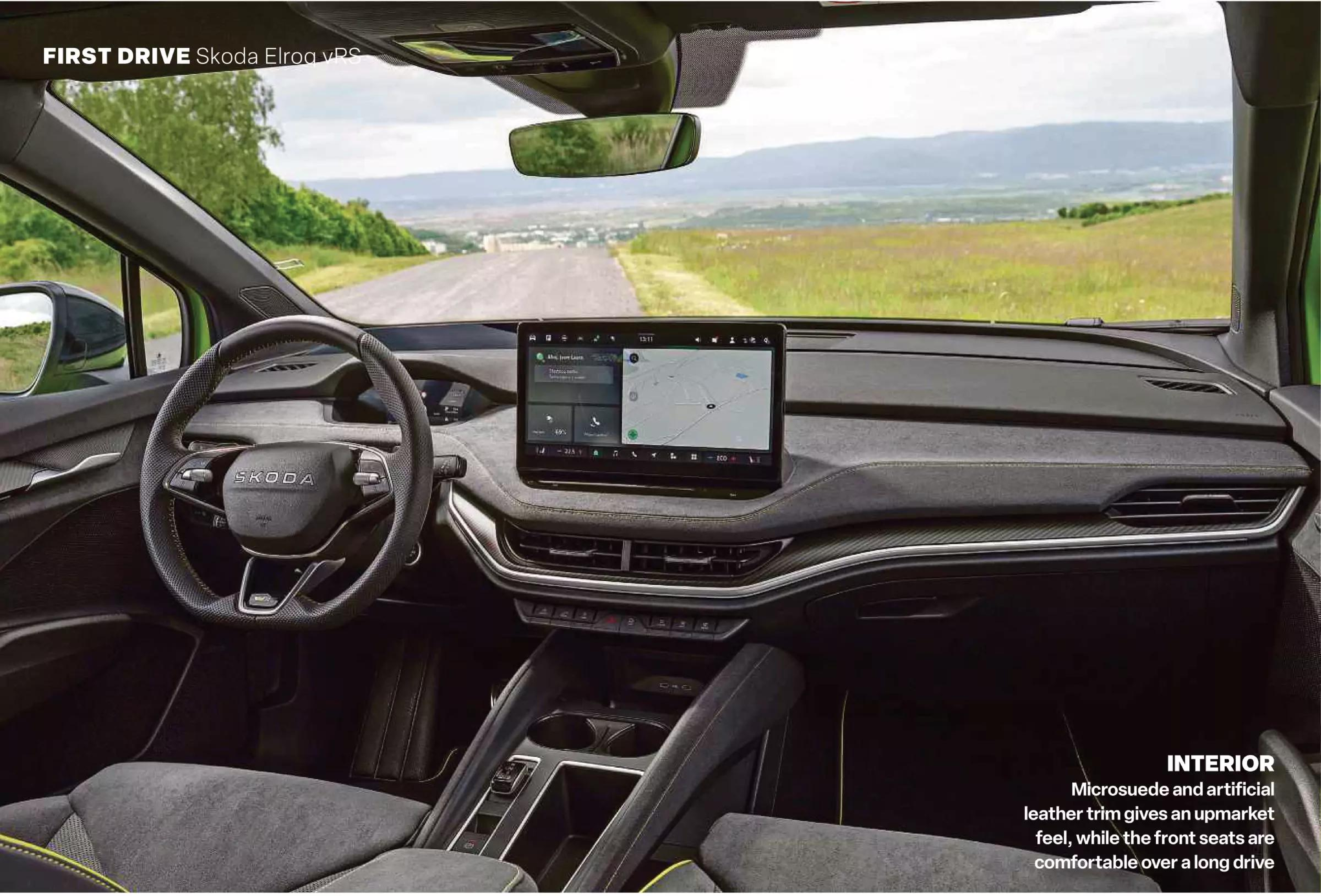
STITCH IN TIME Lime-green stitching on the steering wheel and sports seats sets the hottest Elroq apart from its siblings

SKODA
DA X 289 E

> “The Elroq vRS is an easy car to drive quickly, if one that lacks a little when it comes to on-the-edge thrills”

ON THE ROAD
Acceleration is rapid, but the vRS feels like a sharper version of the standard Elroq, rather than a real performance version

BADGE OF HONOUR
The traditional vRS badge is absent from the boot lid; it’s been moved to the front wings



INTERIOR Microsuede and artificial leather trim gives an upmarket feel, while the front seats are comfortable over a long drive

are two settings for the Skoda's low-speed external sound generator, but neither is obvious from inside. It's very hard to ascertain any sense of speed, only heightened by the excellent refinement, limiting the feeling of exhilaration or connection with the car.

Away from the driving experience, the vRS is as practical and 'Simply Clever' as any Elroq, with room inside for a young family and almost everything they'd want to bring with them. The 470-litre boot is square and wide, while a clever net sealed to the underside of the parcel shelf lets you avoid the faff of cramming the charging cables under the floor.

The vRS boasts the quickest top-up times of any Elroq, with the 185kW enabling a 10 to 80 per cent DC fast charge of its 84kWh (79kWh usable capacity) battery in 26 minutes. It also has Plug & Charge functionality, and the navigation is crammed with chargepoints, so when one is set as a destination, it can tell the car to pre-heat the battery for the very best charging performance. AC charging is possible at up to 11kW, meaning if you have access to three-phase electricity, you can refill the battery to 100 per cent in eight and a half hours.

Skoda claims a range of 339 miles, and on a reasonably warm day, we returned a decent 3.8 miles/kWh without much effort. That's enough for almost exactly 300 miles of real-world range – more than the aforementioned Volvo manages even on the generous WLTP test cycle. An energy-saving heat pump costs £1,100 – and without it, efficiency is likely to take a hit in the colder months.

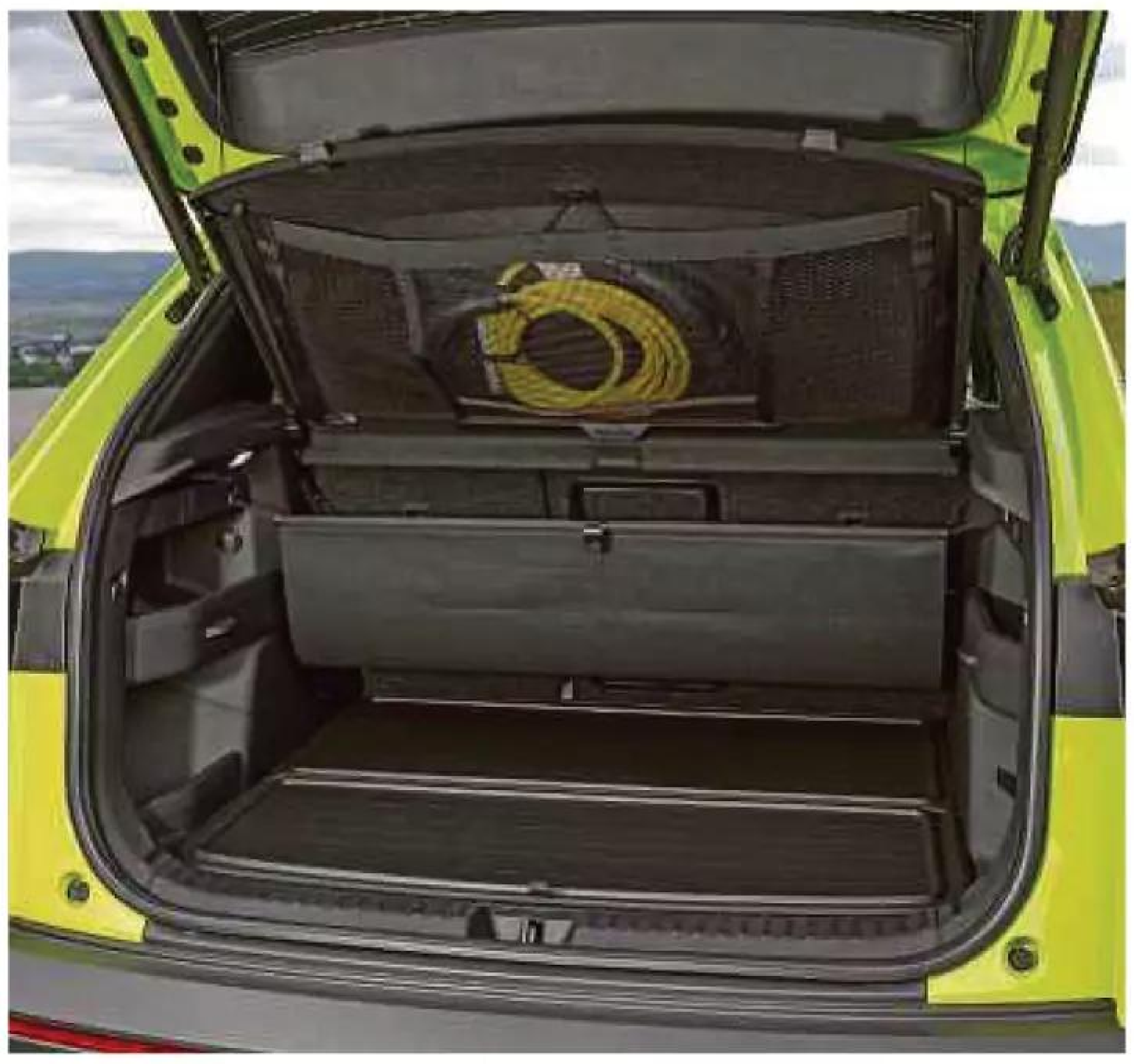
"Skoda claims a range of 339 miles, and we returned a decent 3.8mi/kWh without much effort"

TECH A 13-inch infotainment touchscreen and digital instruments are backed up by an augmented-reality head-up display

Yet standard kit is generous and every version gets matrix LED headlights, LED rear lights with dynamic indicators and at least 20-inch wheels. Acoustic side windows and tinted rear glass are also included, while inside you'll find sunshades, two-zone climate control, and heated front seats.

The 13-inch widescreen infotainment system is lifted from the standard car, albeit with vRS-specific graphics, and the small instrument cluster

SKO
DA X2
ELROQ



SIMPLY CLEVER The 470-litre boot has a handy bag mounted on the parcel shelf to store the Elroq vRS's charging cables

is complemented by an augmented-reality head-up display. Every element is crystal clear and super-simple to read; the clinical, does-as-it-says-on-the-tin philosophy is backed up by a row of intuitive shortcut buttons on the centre stack. We used these to adjust the advanced driver-assistance systems and drive modes on numerous occasions during our test. Other tech highlights include a 12-speaker, 675-watt Canton stereo, wireless phone charging and four USB-C ports.

But here's the kicker: the Elroq vRS costs £4,950 more than the already lavishly equipped Elroq Sportline with the long-range '85' powertrain. That car is quick (0-62mph in 6.6 seconds), will go a little further (up to 350 miles) on a charge, and to the untrained eye it looks all but identical. If those are compromises you're willing to make, the smart money would go on the more mundane model.

AEX VERDICT ★★★★☆

THE Skoda Elroq vRS is, fundamentally, a really good car. The thing is, it's almost impossible to recommend alongside the already brilliant standard model; it doesn't feel significantly harder, sharper or faster, plus the styling upgrades are so subtle that only the keenest eye will spot what's lurking beneath the skin. When it comes to the Elroq, basic really is best.

Steve Walker

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AUDI has totally nailed the commodification of the curvy car roofline with its Sportback models. Right across the brand's range, customers are invited to sacrifice a few thousand pounds, and a little boot space, for the sleeker, coupé-like profile created when a car's roof curls gently down at the rear rather than diving abruptly off the cliff of a tailgate. The Audi Q6 Sportback e-tron is simply another variation on that popular theme.

It's expected that around 20 per cent of UK Q6 e-tron buyers will choose a Sportback. Its roof is 37mm lower than the regular SUV's, and gently arches down to a subtle bootlid spoiler.

These customers are paying an extra £2,500 over the standard five-door SUV, but see a 15-litre reduction in boot capacity and less headroom in the cabin. The Q6 Sportback is more aerodynamic, though, and that results in a maximum WLTP combined range of 334 miles in the entry-level car, against 325 miles with the standard Q6 equivalent.

The Sportback bodystyle is offered with four powertrain options. The Sport version has 249bhp, while the Performance has 302bhp. Both of these cars are rear-wheel drive and the Performance model is expected to be the biggest seller in the UK. It has the larger 94.9kWh battery (the Sport's battery is 75.8kWh) and delivers the Q6's biggest driving range, a highly impressive 402 miles.

Above that are the four-wheel-drive quattro cars, all with the larger battery and an electric motor on each axle. The standard quattro has 383bhp and the SQ6 Sportback e-tron quattro 483bhp; the driving ranges are 390 miles and 367 miles respectively. Big-battery models can charge at a speed of up to 260kW (225kW for the smaller pack), so you can add 164 miles to the Performance car in 10 minutes with the right charger.

All Q6 e-trons can also achieve a temporary 30bhp boost to their maximum power figures by way of the standard launch-control mode. Using this, the official 0-62mph times range between 7.6 seconds in the Sport and 4.3 seconds in the SQ6.

We tried the rear-wheel-drive Performance and the quattro on the smooth roads around Munich, and the Q6 is a very comfortable and capable car in both forms. The standard air suspension mostly gives a composed ride, but at higher speeds the car has a tendency to wiggle where the opposing wheels encounter different surfaces or cambers.

There's little body roll but the high kerbweight (2,200kg in the 'lighter' Performance model) is obvious in the planted but somewhat leaden-footed sensation through direction changes. We found the steering feel is better in the Performance than in the quattro, which made it a bit easier to place on a motorway without constant inputs. The steering is well judged – light around town then gaining weight

"It's expected that around 2
going for an Audi Q6 e-tro

Audi Q6 Spor

FIRST DRIVE The curvy-roofed Sportback coupé-SUV model is a

DRIVING POSITION
From the driver's seat of the Q6 you feel quite enclosed by the wide centre console, the high dash and the relatively slim windscreen aperture

0 per cent of the UK buyers
n will choose a Sportback”

Q6 Sportback e-tron is refined and comfortable, with little wind or road noise the majority of the time

rtback e-tron

useful addition to Audi’s high-class, mid-sized Q6 e-tron range

at speed and in corners – but with no feedback as to what the wheels are up to.

Grip seems plentiful, while the quattro cars feel even more secure. The brakes are powerful, but the adaptive brake energy regeneration can make the response you get when lifting off the throttle a bit unpredictable. We found it best to use ‘B’ mode – which gives true one-pedal driving – around town and disable adaptive braking the rest of the time.

The electric motor is barely ever audible inside and wind noise is well suppressed until you hit autobahn speeds. There’s also very little road noise.

The Q6 sits above the Q4 in Audi’s range but it doesn’t feel significantly more spacious inside. The rear bench can seat two adults and has just about enough legroom for a six-foot-tall person to sit behind a driver of a similar height. But the low roof will put anyone tall in contact with the headlining.

The boot has a 511-litre capacity that expands to 1,373 litre with the rear seats folded, while a 64-litre ‘frunk’ is part of the optional Storage Pack.

Quality is hard to fault with Audi’s usual high-class materials in evidence and the 11.9-inch dials and a 14.5-inch touchscreen offer clear graphics. The complex menus take some getting used to but there are shortcut buttons to disable the driver-assistance tech and select the driving modes.

The range opens with the Sport at £64,000, S line costs £3,000 more, and the Edition 1 another £5,000. The SQ6 flagship only comes in Edition 1 spec for more than £95,000, but the other powertrain options can be had in any trim.

ESSENTIALS

Audi Q6 Sportback e-tron Performance Edition 1

Price: £73,975 **On sale:** Now
Powertrain: 94.9kWh battery, 1x e-motor
Power/torque: 302bhp/485Nm
Transmission: Single-speed automatic, rear-wheel drive
0-62/top speed: 6.7 seconds/130mph
Range: 402 miles
Max. charging: 260kW (20-80% in 22 minutes)
Size (L/W/H): 4,771/1,965/1,665mm

VERDICT ★★★★☆

THE Q6 e-tron comes across as Audi’s most convincing EV to date. The Sportback version gives improved EV range and a sportier shape for a modest reduction in practicality, and a £2,500 premium. It’s still very much in the familiar Audi vein: solid, secure, comfy and classy, but without necessarily entertaining the driver as much as some rivals can.

Bentley Bentayga Speed

Alastair Crooks

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FIRST DRIVE New V8 powertrain reduces car's weight but performance of world's fastest SUV is made even greater

THE Bentayga isn't just a staple of the Bentley range, it's also the company's most popular model, making up over 40 per cent of its sales in recent years. That popularity stems from its practical and fashionable SUV roots, of course; the maker confidently claims the Bentayga's breadth of abilities is wider than that of any other car on sale.

That's particularly bold, given that the car's powertrain options have narrowed of late; we recently bid goodbye to the legendary W12 that has featured since the car's launch. Yet while the likes of the Flying Spur and Continental GT have become plug-in hybrids, the Bentayga can still be had with a petrol V8. It's this that powers the updated Speed.

It isn't short on firepower. The 4.0-litre twin-turbo unit makes 641bhp and 850Nm of torque. In order to produce those numbers, the 542bhp V8 found in the Bentayga S has been given larger turbochargers and a higher-flow fuel-injector system.

As a result, the straight-line figures are more impressive than ever. When the range-topping S trim arrived in 2019 it became the fastest SUV in the world thanks to its 190mph top speed, but the new one tops out at 193mph and hits 62mph four-tenths of a second faster at 3.4 seconds. Yet while those figures speak for themselves, the brand's focus was to make it "the most dynamic Bentayga ever".

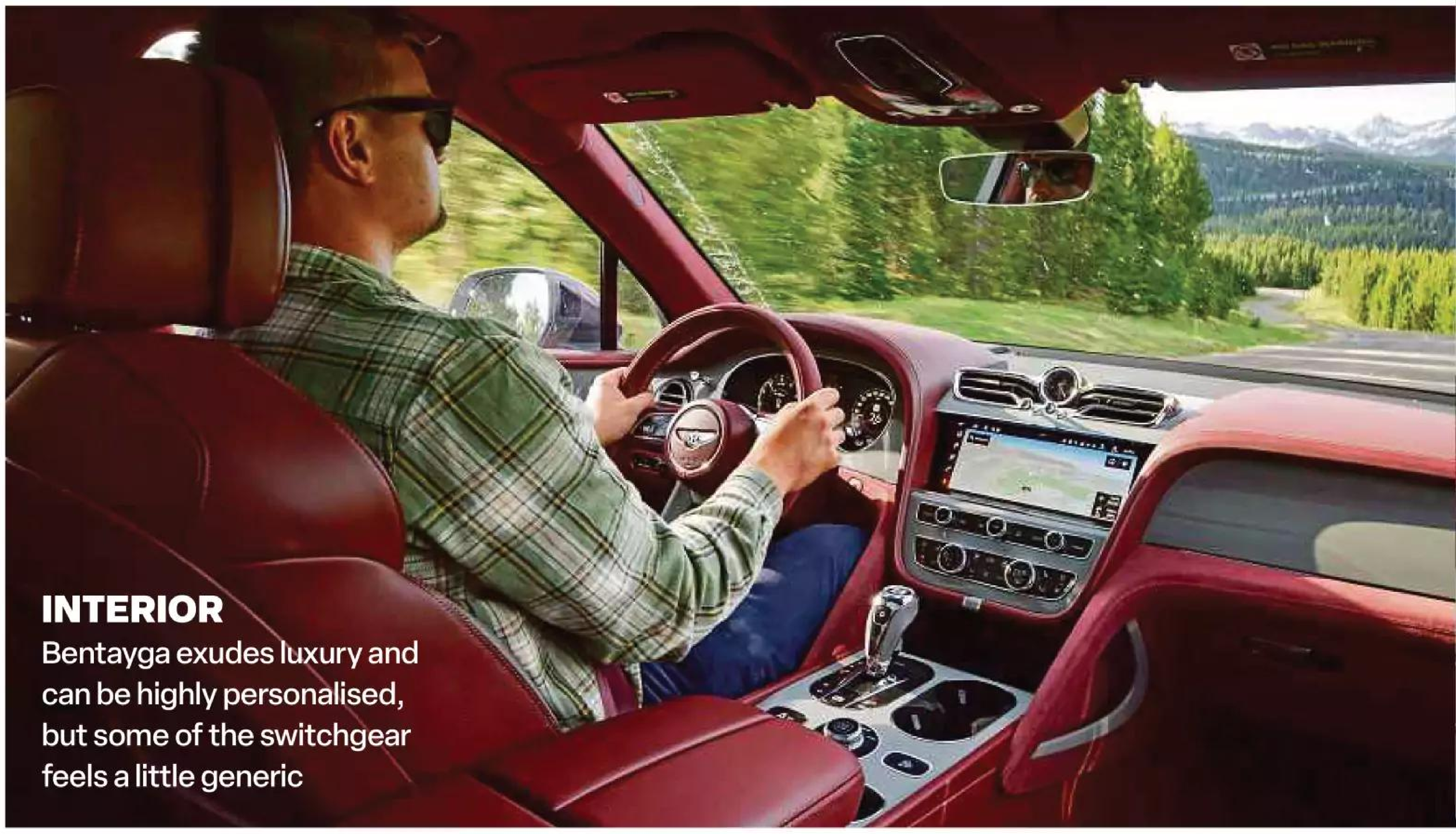
A five-metre-long, 2.5-tonne SUV is hardly a strong starting point when it comes to dynamics, but thanks to the new engine, the car is lighter in the nose and better balanced. Standard-fit four-wheel steering is a key part of that. There's also a launch control function to help get it off the line more quickly, but without the assistance of a hybrid system, there is some turbo lag.

Beyond 2,000rpm, though, it romps down the road with smooth power delivery until it changes gear at a maximum 6,500rpm. The shifts from the eight-speed auto are smooth, but using the manual paddles, we noticed occasions where the changes felt slurred; a bit of a kick would add excitement.

We'd also like the engine note to be more raucous – in spite of the fact that our car was fitted with the optional titanium Akraprovic exhaust system.

The Bentayga is a big, heavy, luxury SUV, but there's real fun to be had. The four-wheel steer system works brilliantly to give a natural, fluid feel, although the steering response isn't the quickest and there's a slight vagueness straight-ahead.

While the Comfort and 'B' (for Bentley) driving modes give a more sedate experience, Sport ramps things up. Here, the adjustable dampers are up to 15 per cent stiffer, and the stability control eases off to allow you to manipulate the torque vectoring system. Another thing you wouldn't expect is how well the Speed stops. Helping to reign in the power and weight of our Bentayga were optional 440mm



INTERIOR
Bentayga exudes luxury and can be highly personalised, but some of the switchgear feels a little generic

ON THE ROAD
Performance is nothing short of phenomenal, as you'd expect from 641bhp, while ceramic brakes (above) are astonishing

> “It romps down the road with smooth power delivery until it changes gear at a maximum 6,500rpm”

carbon-ceramic brake discs – the largest currently fitted to a production car. Boosted by six-piston calipers, the braking power is phenomenal.

There are plenty of design features to set the Speed apart from the rest of the Bentayga range, with 46 billion configurations on Bentley’s Mulliner personalisation programme, which 70 per cent of customers use, so few will be identical.

On the outside you’ll find a dark tint to the exterior brightwork, Speed badging on the doors, unique 22-inch wheels, plus dark-tinted headlights and an optional black roof. Inside there are a few Speed-specific highlights, too, with a bespoke display for the driver, Speed badging on the dash and sill plates, and Speed-embroidered seats. As ever there’s a sea of quilted leather throughout the cabin, punctuated by some lovely wood, although in typical Bentley fashion, there’s an array of options.

The Speed retains refreshingly sound ergonomics with a physical panel of switches for the climate controls on the dash. We’re not too keen on the column stalks or the 10.9-inch touchscreen, though – they’re more generic VW Group than those in the Flying Spur, for example. Regardless of this, though, it still feels like a very special – and very fast – car.

VERDICT ★★★★☆

THE Bentayga Speed may have sacrificed a core component of Bentley’s performance models over the past two decades by shifting to V8 power, but we’re not mourning the loss of the W12 too much. The Speed’s brief actually feels better suited to this new powertrain, although we’d like some extra theatre to match the improved dynamics.

ESSENTIALS

Bentley Bentayga Speed

Price: £200,000 (est)
On sale: Summer 2025
Powertrain: 4.0-litre twin-turbocharged V8
Power/torque: 641bhp/850Nm
Transmission: Eight-speed automatic, all-wheel drive
0-62/top speed: 3.4 seconds/193mph
Economy/CO2: TBC
Size (L/W/H): 5,125/1,998/1,728mm

Kia EV6 GT

FIRST DRIVE The fastest version of the revised EV6 is all about engagement, with chassis tweaks and simulated gearchanges

ON THE ROAD
The EV6 GT delivers a strong turn of pace and is a refined cruiser, but Virtual Gear Shift seems like a bit of a gimmick

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MANY performance EVs focus on acceleration, but the Kia EV6 GT is a model that attempts to inject some involvement into the mix with a chassis designed to entertain in corners, too. And with the EV6 facelift now reaching the flagship of the model range, Kia has given it some enhancements to boost its appeal even further.

The updates include the redesigned front end with a new running light signature, plus the Yacht Blue matte paint option seen in these pictures. Inside, revised materials are enhanced by neon green detailing exclusive to the GT. Under the skin is the bigger 84kWh battery that came with the standard EV6 update, giving a range of up to 279 miles here, while the two-motor powertrain has been boosted by 64bhp and 30Nm to offer outputs of 641bhp and 770Nm respectively.

The electronics have been updated to include what Kia calls a Virtual Gear Shift (VGS). Similar in execution to Hyundai's N e-Shift software, this delivers sequential manual-style changes that aim to create a greater connection between driver and machine, while a sound generator and configurable drive modes let you adjust the car as you see fit.

All of these enhancements come at a cost, but it's one that's lower than the outgoing car – a starting price just under £60,000 sounds steep, but is nearly £3,000 less than the old model, and around £5,000 less than the Hyundai Ioniq 5 N.

There's a sporty feel as soon as you drive away, with weighty steering at low speeds. In Normal mode the GT is a good all-rounder, with a long throttle pedal travel allowing you to make best use of the power. The suspension has a firm edge that means it thumps a little over larger bumps, but it's otherwise comfortable around town, and an improvement on the outgoing model.

Cruising comfort on the motorway is excellent, with minimal wind noise and just a mild rumble from the wide tyres. The EV6 GT feels effortless at a cruise; it's just a shame that it can't travel as far as the standard EV6 on a fully charged battery.

Grip is good thanks to the four-wheel drive system, while the power delivery feels neutral, with a slight rear bias if you press on, although the electronics distribute the power to where the car can make best use of it. Delve into the different drive modes, and there are plenty of variables that

> “The ‘transmission’ delivers sequential manual-style changes that aim to create a greater connection between driver and machine”

ESSENTIALS

Kia EV6 GT

Price: £59,985 **On sale:** Now
Powertrain: 84kWh battery, 2x electric motors
Power/torque: 641bhp/770Nm
Transmission: Single-speed automatic, four-wheel drive
0-62/top speed: 3.5 seconds/161mph
Range: 279 miles
Max charging: 350kW (10-80% in 18 mins)
Size (L/W/H): 4,695/1,890/1,545mm

PRACTICALITY
Although it’s marketed as the performance flagship of the EV6 range, the GT still has a huge boot and generous passenger space

can be adjusted. As well as Normal, Sport, Snow and Eco modes that are selected via a button on the central steering wheel spoke, the neon green GT button optimises the car for high-speed driving. There are both GT and MyDrive GT settings to choose from, with the latter being customisable via the main touchscreen.

In the GT setting, the car’s electronic stability and traction control systems are loosened, while the motor response, dampers, steering and electronic limited-slip diff are all sharpened to deliver a more entertaining drive (MyDrive lets you adjust these for your optimum setting). It’s largely successful, although pushing the limits of a 2.7-tonne EV does highlight the amount of weight that the suspension, brakes and electronics have to deal with.

Those brakes are assisted by an effective energy recovery system, and you only really have to hit the anchors when you’re feeling particularly spirited. Most of the time when braking, it’s easier to rely on its four-level energy recovery, adjusted via steering wheel paddles, although these double as paddle-shifters when the Virtual Gear Shift is activated.

Fast acceleration is where VGS shows its limitations. The system is designed to emulate a six-speed sequential manual, but it takes practice to know just when to select the next ratio. There’s a rev counter and a sequence of shift lights in the dash display as visual reference, but these require you to take your eyes off the road when you need to concentrate most. A sound generator is also fitted to pipe a synthetic engine note that corresponds with revs, but unless you have it on the loudest volume, it doesn’t convey a sense of speed like a wailing combustion engine does.

Acceleration is so quick in the lower ‘gears’ that it’s easy to bump into the simulated rev limiter, which cuts the power and stops the EV6’s forward progress quite suddenly, making for jerky progress. It’s far better to either select the auto shift mode or simply rely on the linear power delivery of the standard transmission, bypassing VGS completely.

STYLING
New front and rear styling plus fresh alloys sharpen up the EV6 GT’s looks, while interior (far left) gets bold neon green trim highlights

VERDICT ★★★★☆

ENHANCEMENTS to the driving experience haven’t been entirely successful, but the EV6 GT still delivers a great mix of rapid acceleration and long-distance comfort, while keener pricing may tempt buyers away from the Hyundai Ioniq 5 N. The Virtual Gear Shift is disappointing, but the GT still has a sporty edge, marking it out from other EV6 models.

FAST BRANDS

NEW SERIES #4 NISSAN

GB53 ZZZ
OY25

> “THE S-TUNE WAS A PERFORMANCE UPGRADE AVAILABLE ONLY IN JAPAN, WITH JUST 20 PRODUCED PER MONTH THROUGHOUT 2005”

Tom Jervis

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THE number of Nismo models that have officially come to the UK can be counted on one hand, but nonetheless Nissan’s performance arm is one that’s well respected within the industry and has been the source of some of the most lauded and legendary Japanese enthusiast cars of the last few decades.

We got behind the wheel of three of Nismo’s finest cars – its first in the UK, its greatest and its most recent – and spoke to some of its top officials to understand what makes the performance sub-brand so integral to Nissan’s success, plus what we can expect down the road. But first, let’s begin with a quick history lesson.

A BRIEF HISTORY OF NISMO

DESPITE its name being derived from the words ‘Nissan’ and ‘Motorsport’, Nismo arguably originates from a separate brand altogether: Prince Motor Company (PMC).

Founded in the late forties, PMC was best known at the time for its prestigious saloon car, which was known as the ‘Skyline’. Does that sound familiar?

That’s because towards the end of the sixties, PMC was absorbed by Nissan, and the Skyline – later marketed as the 240K in the UK – along with other Prince models, were rebadged as Datsuns, a brand also owned by Nissan.

However, just before that merger occurred and in an attempt to bolster sales, PMC decided to go motor racing with a souped-up version of the Skyline, badged the GT, thus paving the way for the formation of Nismo roughly 20 years later.

Nismo was officially founded in 1984 as part of a merger between Oppama Works and Omori Works, which were responsible for supporting privateer and factory motorsport teams respectively. The latter remains the home of Nismo’s team of engineers today, more than 40 years later.

By the eighties, on the other hand, Nissan had already seen great success in motorsport, having been the first Japanese manufacturer to complete ▶

BIG IN JAPAN

THE PAST, PRESENT AND FUTURE OF NISMO

We look into the history of Nissan's high-performance tuning division, famed for the likes of the 350Z S-Tune and GT-R sports cars, and see what's coming next

Pete Gibsion

ENGINE TUNING
Proven 3.5-litre V6 has been a stalwart of Nismo models since the mid-2000s, when it was in the 350Z

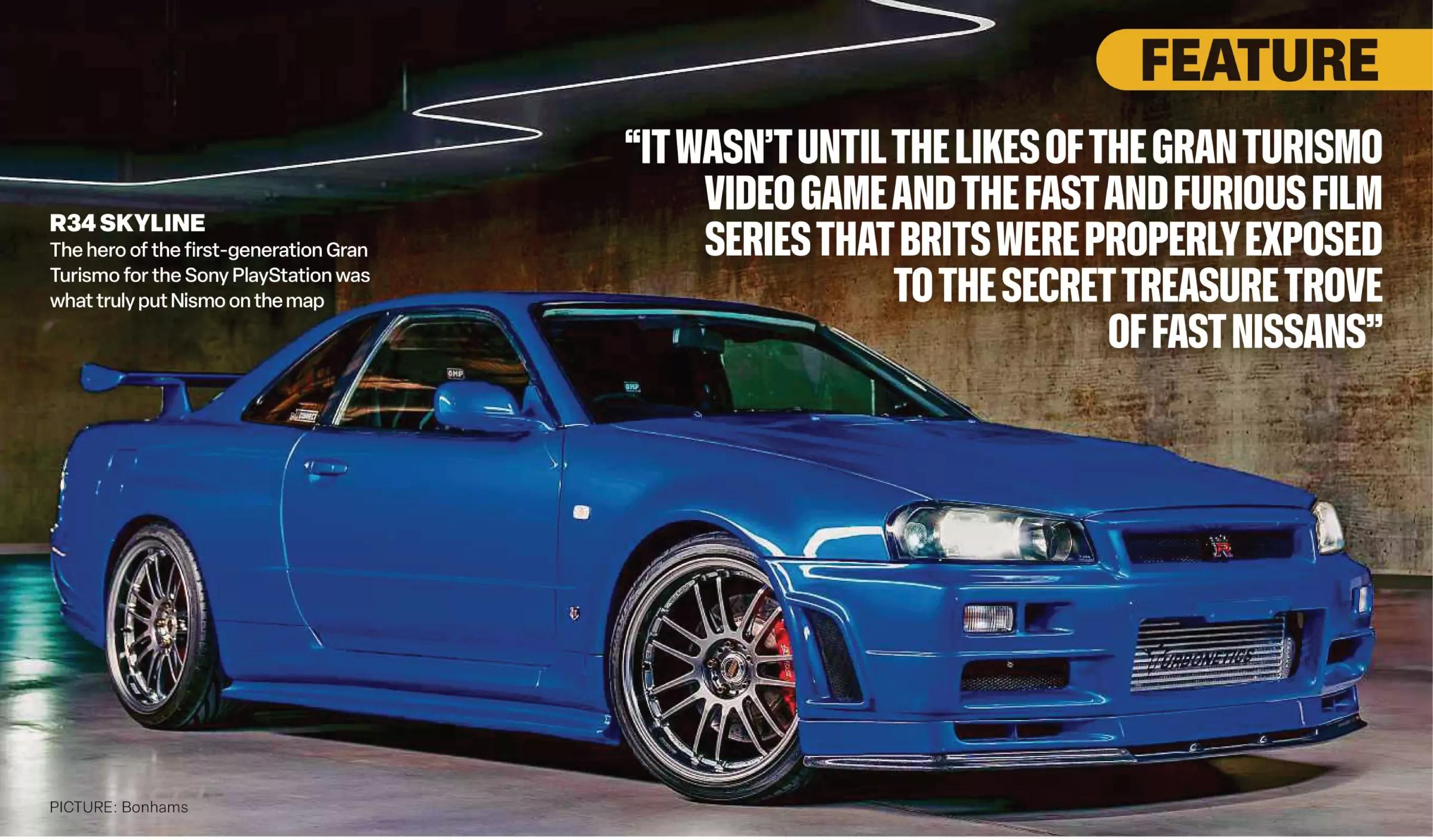
PERFORMANCE ORIGINS
Yasuharu Namba (left) was responsible for founding Nismo; R33 (right), 350Z S-Tune and Juke R (below left and right) came later

RICHARD CANDLER Nissan global VP for product strategy

> **"NISMO ISN'T JUST ABOUT PERFORMANCE, IT'S ABOUT INFUSING THAT UNIQUE 'JDM' TUNING SPIRIT THAT YOU WON'T FIND IN EUROPEAN OR AMERICAN SPORTS BRANDS"**

FAST BRANDS

NEW SERIES #4 NISSAN



R34 SKYLINE
The hero of the first-generation Gran Turismo for the Sony PlayStation was what truly put Nismo on the map

> “IT WASN’T UNTIL THE LIKES OF THE GRAN TURISMO VIDEO GAME AND THE FAST AND FURIOUS FILM SERIES THAT BRITS WERE PROPERLY EXPOSED TO THE SECRET TREASURE TROVE OF FAST NISSANS”

PICTURE: Bonhams

in the Paris-Dakar rally, as well as racking up titles in regional rally championships and GT racing.

However, Nismo’s first president, Yasuharu Namba, was keen to give customers a taste of the brand’s racing success, stating that “Nismo is Nissan’s direct works team, and the technology developed through motorsport needs to be fed back into production cars”.

The team at Nismo had already been involved with the likes of the Skyline GT-R, but the first car to receive the ‘Nissan Motorsport’ branding was the Skyline GTS-R homologation special.

Only 500 of these models were produced in line with Group-A touring car legislation and they received several upgrades, including a larger turbocharger, intercooler and throttle body, as well as a retuned ECU, a limited-slip differential and unique front and rear spoilers.

The GTS-R was followed by the R32 Skyline GT-R Nismo, which was the first model to come under the ‘Nismo’ brand and limited to just 560 examples. Nissan’s performance arm would continue to offer special editions of various models, but it wasn’t until the early 2010s that the sub-brand made its official debut in the UK.

NISSAN’S BIG BREAK

GIVEN its success elsewhere, why did it then take so long for Nismo to arrive on British shores?

Well, up until the late nineties, Nissan’s performance models in general – and not just the Nismo-branded ones – were a relatively unknown entity in the UK. Until this point, its line-up here mainly comprised sensible and affordable cars, bar a few anomalies such as the original Datsun and Nissan Z Cars, Sunny GTi-R and the 200SX coupé. Only a few dealers chose to import and sell R33 and R34 Skyline GT-Rs from brand new, with most of those currently on our roads imported from Japan.

It wasn’t until the likes of the Gran Turismo video game and subsequent Fast and Furious film series landed on our screens that Brits were properly exposed to the treasure trove of fast Nissans, plus other Japanese performance cars.

Both series were – and still are – genuine phenomena, thrusting western audiences into the rich world of JDM (Japanese Domestic Market) car culture. Tidy examples of the aforementioned Skylines are now worth six figures in the UK, which is more than double what they cost when new.

It’s also something that Nissan is acutely aware of, with Richard Candler, global VP for product strategy, telling us: “Nismo isn’t just about performance, it’s about infusing that unique ‘JDM’ tuning spirit that you won’t find in European or American sports brands.”

He added: “With Nismo, you’re not just getting a car – you’re buying into JDM tuning culture.”

NISMO TOUCHES DOWN IN THE UK

RIDING this wave of enthusiasm, Nismo prepared to launch its first model in the UK, but it wasn’t quite what enthusiasts were expecting.

The Nissan Juke Nismo was one of the first small, high-performance crossovers to hit the market – a precursor to the likes of the Hyundai Kona N, Audi SQ2 and Volkswagen T-Roc R. Peel back the racy bodykit and the Juke Nismo was powered by what was essentially the same 1.6-litre four-cylinder engine as the RenaultSport Clio of the time. This produced the same 197bhp (although the Nissan boasted more torque) and got the Juke from 0-62mph in just shy of eight seconds.

This may not sound blistering, but the Juke stood out thanks to tweaks by the Nismo team that made the high-riding model feel as poised as its hot hatch brethren; an even spicier RS model came just a few years down the line, with a limited-slip differential, more power, stiffer suspension and bigger brakes.

Before it, there had actually been one Nismo model that was technically sold in the UK, although only a single version was registered nationwide. That car was the 350Z Nismo S-Tune GT, which Nissan kindly tossed us the keys to.

Ordered by Nissan UK for marketing purposes, the S-Tune was a performance upgrade available in Japan, with just 20 examples produced per month in 2005. This got a distinct, if a tad divisive, bodykit based on that of Nissan’s GT500 racing car, as well as revised suspension, and a souped-up engine enjoying an extra 20bhp (to 296bhp in total) and a higher red line.

The resulting car is unique because it injects the 350Z’s lazy, if powerful, 3.5-litre V6 with a bit more urgency, likely thanks to the lighter flywheel. Having sat behind a 350Z on a screen for years when playing games such as Gran Turismo, it’s such a novelty to soak up the sound of its engine in reality. Unstifled by a throaty custom exhaust, the S-Tune GT’s brass-like rasp gets ever-more glorious the further you build up the revs.

Yet in some ways, despite its technical upgrades, the S-Tune GT feels rather rudimentary – and we

FAST BRANDS

NEW SERIES #4 NISSAN

350Z NISMO S-TUNE
Nissan brought one S-Tune Z into the UK to use for PR and marketing purposes; the company still owns it

ARNAUD CHARPENTIER Nissan's regional marketing VP

“WE DON'T JUST NEED TO MAKE A SPORTS CAR, BU
A POWERTRAIN THAT WE FORESEE [WORKING] IN T

GT-R NISMO
Porsche 911-baiting GT-R is proof that Nismo has what it takes to create a truly convincing road car

ARIYA NISMO
The latest model to wear the Nismo badge (left) is the first fully electric model from the brand in the UK

UT TO DO ONE WITH
THE COMING YEARS”

“UNLIKE TODAY’S OVER-ASSISTED CARS, DRIVING THE 350Z IS AN INCREDIBLY TACTILE EXPERIENCE; ITS HEAVY STEERING AND FIRM SUSPENSION PROVIDE A TANGIBLE CONNECTION TO THE ROAD”

mean that in the best possible way. Unlike today’s over-assisted cars, driving the 350Z is a tactile experience; its heavy steering and firm suspension set-up provide a tangible connection to the road and make the S-Tune GT feel like a more modern interpretation of a classic BTCC racer, rather than a more potent version of the 350Z.

Even more frenetic, however, is perhaps what is seen as Nismo’s crowning achievement: the Nissan GT-R Nismo. The brand’s halo car and Porsche 911 rival could never be considered slow, but the Nismo version, which arrived in 2014, brought a new level of focus and frenzy with its racetrack-tuned chassis, wild aero and uprated 592bhp output.

The powertrain is an evolution of that found in the 350Z, yet the GT-R feels lighter on its feet, despite weighing around 300kg more. It’s astounding how quickly you make progress; the throttle response is instantaneous and puts many EVs to shame. This, combined with its intoxicating induction sound, makes stepping on the loud pedal highly addictive.

Get going and the GT-R Nismo carves through sweeping B-roads with a tenacity that few other cars can match, while the four-wheel drive system gives you confidence to push harder and harder. The suspension damping is also relatively compliant for what is a track-focused special – a testimony to the mechanical wizardry of the Nismo team given how dialled-in the hot GT-R otherwise feels.

Candler explains that during the development process, “every detail is crafted with passion". He continued" We focus on suspension tuning, chassis upgrades, software tuning and aerodynamic excellence, putting our cars through rigorous testing on track. It’s all about creating that exhilarating driving experience and a link to our racing heritage.”

THE FUTURE OF NISMO

FOLLOWING the GT-R and Juke Nismo models, the 350Z S-Tune got a full-scale production successor in the form of the 370Z Nismo which, like its predecessor, benefited from similar performance upgrades. This was actually sold from 2009 in Japan, but it wasn’t until 2013 that the first cars started trickling through to the UK market.

Following the 370Z, things went quiet for Nismo from a UK perspective – there were Nismo-tuned versions of the Z sports car, Patrol and even electric Leaf abroad, but none of those came to the UK.

Now, however, Nismo is back, courtesy of a new range-topping version of the Ariya SUV. Despite putting out a muscular 429bhp and donning a bodykit that wouldn’t look too out of place at a late-night Tokyo car meet, the hot Ariya EV is, in truth, a much more sedate interpretation of the Nismo brand than its predecessors – it’s less of a full-fat performance SUV, more a slightly more potent top-of-the-line trim level.

But as we’ve come to expect from electric cars, the Ariya Nismo launches itself with the same force as a ballistic missile, hurtling you forward at speeds that only a few years ago would be unimaginable in a vehicle of this size and heft. Admittedly, the Ariya isn’t the most playful hot SUV out there, but flurries of oversteer amid seemingly otherwise never-ending grip show that the Nismo magic is still present somewhere within.

Given that the aforementioned hot Leaf didn’t make it to the UK market, the Ariya Nismo is the sub-brand’s first electric model that buyers here have experienced – but is unlikely to be the last. Candler hinted that high-performance variants of the new Leaf and Micra supermini are in the works, stating: “While it’s too early to confirm specific plans for Nismo versions, we have a long history of creating [them] for these models in the past.”

A revival of the sacred GT-R is also not out of the question, with Nissan’s regional marketing VP, Arnaud Charpentier, recently telling Auto Express that its team of engineers are “working on this”.

“We don’t just need to make a sports car, but to do one with a powertrain that we foresee [working] in the coming years,” Charpentier explained.

Nowadays, you don’t have to look hard to find news stories of Nissan's economic woes, despite the continued showroom success of the Qashqai and Juke SUVs. Should the finances allow, an expansion of the Nismo brand towards other models in the company's line-up could help shift the narrative, with the focus returning to the passion and performance long associated with the performance sub-brand rather than corporate balance sheets and restructuring.

With this in mind, Candler says that Nismo ultimately exists as “one of the heartbeats of Nissan’s model line-up, infusing our range with a sense of excitement and performance’’.

He continued: “Through technology transfer and engineering expertise derived from racing, Nismo not only enhances the driving experience, but also reinforces Nissan’s commitment to pushing performance boundaries."

FRIENDS O THE FAMIL

How does the new Vauxhall Grandland Electric measure up to the Renault Scenic E-Tech in battle of family SUVs?

F

Y?

ESSENTIALS

	Vauxhall Grandland Electric GS	Renault Scenic E-Tech Techno
Price:	£37,605	£37,195
Powertrain:	73kWh battery, 1x e-motor, 207bhp	87kWh battery, 1x e-motor, 217bhp
0-62mph:	9.0 seconds	7.9 seconds
Test efficiency:	3.6 miles/kWh	3.8 miles/kWh
Official range:	323 miles	382 miles
Annual VED:	£195	£195

Pete Gibson

BC74 PNF
Vauxhall Motors LTD

VAUXHALL GRANDLAN

Both are practical and affordable to run – and they look good, too

FAMILY SUVs have taken over from traditional hatchbacks. Where the Ford Focus, Volkswagen Golf, Vauxhall Astra and their like once ruled the roost when it came to car sales, now it's names like Nissan Qashqai, Kia Sportage and VW Tiguan that take centre stage. And while those models use petrol or hybrid powertrains, it's only a matter of time before electric models take their place.

Vauxhall has historically performed really well in the charts, with the Astra taking its place among the best sellers most years. The brand hasn't quite found the same success with its SUV equivalent, the Grandland, but it hopes all that will change with the new second-generation model, which offers both internal-combustion powertrains and fully electric ones. It's the latter we have here, and the Grandland Electric certainly catches the eye – both on the road and in the price lists. So could this be the model that sees Vauxhall squeeze its SUV into the top 10?

To find out, we've put it up against a car that deserves its success. Renault is on a roll at the moment, and the Scenic E-Tech is one of the most rounded offerings in the firm's exciting model line-up.

CONTENDERS

Vauxhall Grandland Electric

BIGGER, bolder and much cleverer than the old car, the latest Grandland aims to take on the best in both the petrol and electric family SUV segments. Here, we're focusing on the latter, and if it's able to match the qualities of the excellent Scenic, it'll be a huge result for the brand. Prices for Electric models start from a competitive £36,455 in entry-level Design trim, and climb to £39,095 for the top-spec Ultimate. We're testing the car here in its mid-range GS specification, which is priced at £37,605.

HEAD TO HEAD

ON THE ROAD

THERE'S not much to separate these two from behind the wheel. While the Scenic feels a little more agile initially, the Vauxhall is keener to change direction, and its steering feels more natural. The Grandland rides a touch more smoothly, but both feel refined at a cruise; it's the Renault that's the more stable and planted at speed. Performance and acceleration are fine, if not outstanding, in both cars.

TECH HIGHLIGHTS

WITH 207bhp, the Grandland is 10bhp down on its rival but its 345Nm means it has 45Nm of extra torque. At a hefty 2,132kg, it also weighs 279kg more than the Scenic E-Tech. As such, its nine-second 0-62mph time falls behind the 7.9 seconds of the Renault. It's also a slower car inside; its laggy infotainment system can't keep pace with the excellent Google-based set-up of its French rival.

PRICE AND RUNNING

WHEN it comes to efficiency, there's not much to separate these two at lower speeds, but on a motorway the Vauxhall is compromised. Over a range of roads in mild weather, the Grandland achieved 3.6 miles/kWh. That was a little behind the 3.8 miles/kWh of the Scenic, which is more powerful and has a bigger battery, giving a real-world range of around 330 miles – almost 70 more than the Grandland.

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GRANDLAND
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D vs RENAULT SCENIC

Renault Scenic E-Tech

SINCE we gathered this pair together for this test, Renault has subtly tweaked the Scenic's trim structure. While the car in our pictures is the outgoing Iconic trim, the new line-up consists of Techno, Techno Esprit Alpine and Iconic Esprit Alpine. In this new range, the car that is priced most closely to the Vauxhall is the base model – the £37,195 Techno. At £42,195, the most expensive Scenic is pricier than its rival here, but it has a larger battery, a longer range and more standard equipment.

VISIBILITY
Renault is lower and more car-like than the Vauxhall, but view ahead is nowhere near as good

PRACTICALITY

BOTH of these cars are spacious. In terms of boot volume, there's next to nothing in it, with the Grandland's 550-litre load bay beating its rival by a nominal five litres. For passengers in the back, it's the Vauxhall that holds a small advantage. Both cars offer near-identical knee room, but the Grandland has a touch more foot space under the front seats, plus slightly more head and elbow room, too.

SAFETY

THE Grandland was awarded four stars out of five by Euro NCAP. Its crash safety ratings were strong, but NCAP marked it down for the lack of driver distraction and rear seat occupant-detection systems. The Renault was assessed in 2022, and scored a five-star rating. Every version of the Scenic comes with adaptive cruise control, all-round parking sensors and a blind-spot warning system.

OWNERSHIP

VAUXHALL'S standard three-year warranty isn't remarkable, but it matches the Scenic's in terms of duration, if not mileage – although the fact that the Scenic's cover runs to 100,000 miles likely won't matter to most buyers. What might appeal more to them is that the Grandland comes with a generous eight-year breakdown package – comfortably beating the three-year roadside recovery for the Renault.

SCENIC
HT24 WKW

THE original Grandland made its debut in 2017, and while it has proven popular with owners, it has never quite had the appeal to fly off forecourts at the rate of rivals such as the Kia Sportage or Hyundai Tucson.

This second-generation model, however, has a much more striking design, which should make it more appealing than the car it replaces. It's now available with a fully electric powertrain, too, taking on rivals as wide-ranging as the Skoda Enyaq, Renault Scenic E-Tech, and even Tesla's Model Y.

ENGINES & PERFORMANCE 3.9/5★

FROM launch, the Grandland Electric comes with a single powertrain option. This uses a 207bhp electric motor driving the front wheels with a 73kWh battery pack. The performance is some way short of class best, but a 0-62mph time of nine seconds is perfectly adequate for a car of this type. The only place where we'd like a little more urgency is when overtaking – the acceleration tails off from around 50mph or so. The motor itself is very smooth and quiet, so the Grandland's cabin is a peaceful place to be – especially for drivers moving over from petrol or diesel engines.

Vauxhall will soon expand the Grandland's EV line-up with a big-battery model. This will increase capacity from 73kWh to 97kWh, and with it will come a bump in power to 227bhp. An all-wheel-drive variant is also on the way.

DRIVING 3.9/5★

THE Grandland isn't outstanding in any one respect, but it delivers a competent overall balance that's more than good enough for a vehicle in this class.

AROUND TOWN At 11.6 metres, the new Grandland's turning circle isn't as tight as its predecessor's, but it's reasonable for a car of this size. The light steering and smooth powertrain make this an easy car to drive at low speeds, too. Its ride is a little softer than the Peugeot E-3008's, but it remains very fidgety. While it's not overly harsh, this can become tiresome after a while.

A & B-ROADS The Grandland's suspension set-up allows for a little body roll in the corners, but it's not excessive. In fact it feels well judged. While the steering doesn't offer a huge amount of feedback, that lean allows the driver to feel how much grip is available, and helps the car flow along a bumpy road, rather than skipping from one hump to the next.

The Grandland is better at changing direction than the Scenic E-Tech, and while we never hope anyone will need to perform an urgent sudden avoidance manoeuvre, it's useful to know how the car will react.

MOTORWAY At higher speeds, the Grandland settles down into a relaxed cruise. Although it's not quite as stable as a Skoda Enyaq, there's very little steering correction needed to keep it pointing straight and true. A fairly hushed cabin, with well isolated wind and road noise, can be improved further with laminated acoustic glass – a feature that is fitted as standard with top-spec Ultimate trim.

MPG & RUNNING COSTS 4.2/5★

COMPETITIVE pricing has led to strong residuals for the Grandland Electric, while efficiency is about average for the class.

EV RANGE/ BATTERY/CHARGING The Grandland Electric is initially being offered only with a 73kWh battery, which gives a maximum range of 323 miles in Design trim. However, a larger-battery version is coming with a capacity of 97kWh, and offering up to 435 miles of range.

Our time behind the wheel of a Grandland, in warm temperatures, resulted in overall efficiency of 3.6 miles/kWh. While that's not a fantastic result on paper, it's one which does take in motorway driving, an environment which isn't that flattering for many electric vehicles. If you cover plenty of suburban miles at gentler speeds, that figure will likely improve. Our result translates to a real-world range of 263 miles – short of Vauxhall's official claim, but not at all bad.

Brake regeneration comes as standard and features three levels of recuperation. We found each setting to provide a distinct difference in terms of strength, although one-pedal driving isn't quite possible. An energy-efficient heat pump is also standard, and helps to preserve the driving range by consuming less electricity to warm the interior in colder weather.

TAX For now, all Grandlands cost less than £40,000 and avoid the supplementary luxury car surcharge. However, adding options like metallic paint to an Ultimate Electric version will leave you liable to footing a much higher tax bill, because EVs are no longer exempt from paying vehicle excise duty (VED).

INSURANCE The Electric version of the Grandland peaks at group 36 insurance – that's two groups higher than its Stellantis sibling, the Peugeot E-3008.

DEPRECIATION Residual values for the Grandland Electric are predicted to be stronger than average, with the car retaining between 55 and 58 per cent of its original value, depending on trim level, after three years or 36,000 miles.

VAUXHA

Smart looks, keen pricing, strong

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GRANDLAND
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ON THE ROAD
Where the Grandland comes into its own is when cruising on the motorway – the refinement is superb

MODEL TESTED:
Vauxhall Grandland Electric GS

PROS	CONS
Spacious cabin and huge boot	Motorway efficiency
Keenly priced	Laggy infotainment tech
High speed refinement	Fidgety ride

TESTER'S NOTE

WITH its 400V architecture, charging speeds for the Grandland Electric are competitive for the large EV segment. The 73kWh-battery model is capable of 160kW charging, which equates to a 20 to 80 per cent top-up in 30 minutes. The Grandland is capable of accepting up to 11kW charging from an AC power source, which takes around eight hours to fully recharge a flat battery. Many home wallboxes peak at 7.4kW, at which speed a full charge takes 11 hours – ideal for an overnight top-up when electricity costs are lowest.

Alex Ingram
Chief reviewer

LL GRANDLAND

g residuals and good specification appeal – at least on paper

> "THE HUSHED CABIN CAN BE IMPROVED WITH LAMINATED ACOUSTIC GLASS – IT'S STANDARD ON ULTIMATE TRIM"

INTERIOR & TECHNOLOGY 3.9/5★

THE modern cabin design doesn't quite match some rivals for quality, while haptic buttons on the steering wheel aren't pleasant to use, and didn't always respond to our inputs.

FRONT SPACE The Grandland's cabin takes a leaf out of the stylish Astra's interior, and moves things on further by more neatly integrating its on-board tech. The tech in question comes in the form of two ultra-wide displays; a 10-inch digital driver's display sits alongside another 10-inch touchscreen in base models, but GS and Ultimate trims increase the size of the middle display to a whopping 16 inches. Vauxhall has kept physical climate controls in the form of toggle switches beneath the main display, and they're easier to use than the touchscreen-only set-ups of some rivals.

The seats are finished in a mix of fabric and vinyl; if you fancy some real leather, then softer Nappa upholstery is available as an option on Ultimate cars and adds electrically adjustable, ventilated and massaging front seats, lending the Grandland Mercedes-like levels of luxury.

QUALITY While quality feels like a step up over the previous model, the finish isn't quite on the same level as in the Scenic E-Tech, and falls behind its own Stellantis stablemate, the Peugeot E-3008. A few too many scratchy plastics are on show, and the mixture of textures feels fussy.

TECH AND INFOTAINMENT The Grandland range starts with the Design, which features 19-inch alloy wheels as standard, plus LED headlights, front and rear parking sensors, and adaptive cruise control. GS trim is our pick, adding matrix LED headlights alongside a glowing Vauxhall logo and 'vizor' section in the grille, a larger 16-inch touchscreen, a reversing camera and wireless smartphone charging. The top-spec Ultimate sees its wheel size grow to 20 inches and gains a Focal sound system, steering assist for the adaptive cruise control and a hands-free powered tailgate.

PRACTICALITY 4.5/5★

IMPRESSIVELY roomy Grandland ranks towards the top of the class for front and rear passenger and boot space.

FRONT SPACE The dashboard sits deep up to the windscreen, but is low compared with the seating position, so the driver gets an open view of the road ahead. The seat itself is fairly supportive and offers a wide range of adjustment – as does the steering wheel. Storage is generous up front, with a pair of deep cup-holders beside the drive mode switch, a smartphone holder (with wireless charging from GS models upward) covered by a sliding door, a chilled glovebox, a glasses compartment, and door bins that are wide enough to hold a 1.5-litre bottle.

REAR SPACE Those upgrading to this Grandland from the previous model will notice small but useful improvements in rear cabin space. That shouldn't be too much of a surprise, because this Grandland is a significant 173mm longer than its predecessor. Regardless of the exterior growth, the end result is a spacious cabin; both knee and headroom are up by roughly 20mm over what was already a fairly roomy car, and there's loads of foot space under the front seats. The middle seat in the back is wide and the floor has only a low hump in it, but the backrest is firm and sticks out a lot, so it's not as comfy for a third passenger as rivals including the Renault Scenic.

BOOT SPACE Unlike many of its competitors, the Grandland has the same boot capacity on the mild-hybrid and all-electric models. A total of 550 litres marks an increase of 36 litres over the old car, and is 30 litres more than in the Peugeot E-3008. There's a 40:20:40 split-fold rear bench, too, which can be dropped to create 1,645 litres – just three litres more than the previous Grandland offered. There's no storage under the bonnet, though.

The opening of the boot is a little high, but it provides a level load lip so it's easy to lift hefty items inside. The aperture is impressively wide, too. A couple of baggage hooks and elasticated holders are helpful, and Vauxhall specifically states the Grandland was designed to carry a washing machine in the boot, thanks to its 1.03-metre width.

RELIABILITY & SAFETY 3.5/5★

AS standard, the Grandland gets a suite of passive and active safety features.

Adaptive cruise control, lane-keep assist and traffic-sign recognition are included on the entry-level Design, but if you want Vauxhall's Drive Assist 2.0 system (with rear cross-traffic alert, blind-spot monitoring, lane-change assist and a 360-degree rear parking camera), you'll have to go for the range-topping Ultimate, because the package isn't available as an option on other trims. NCAP awarded only a four-star rating to the Grandland in 2025 – except not exactly, because NCAP has actually used its score for the Peugeot 3008. While in essence the pair are similar in terms of mechanical and electrical make-up, it does take some credibility away from NCAP's score.

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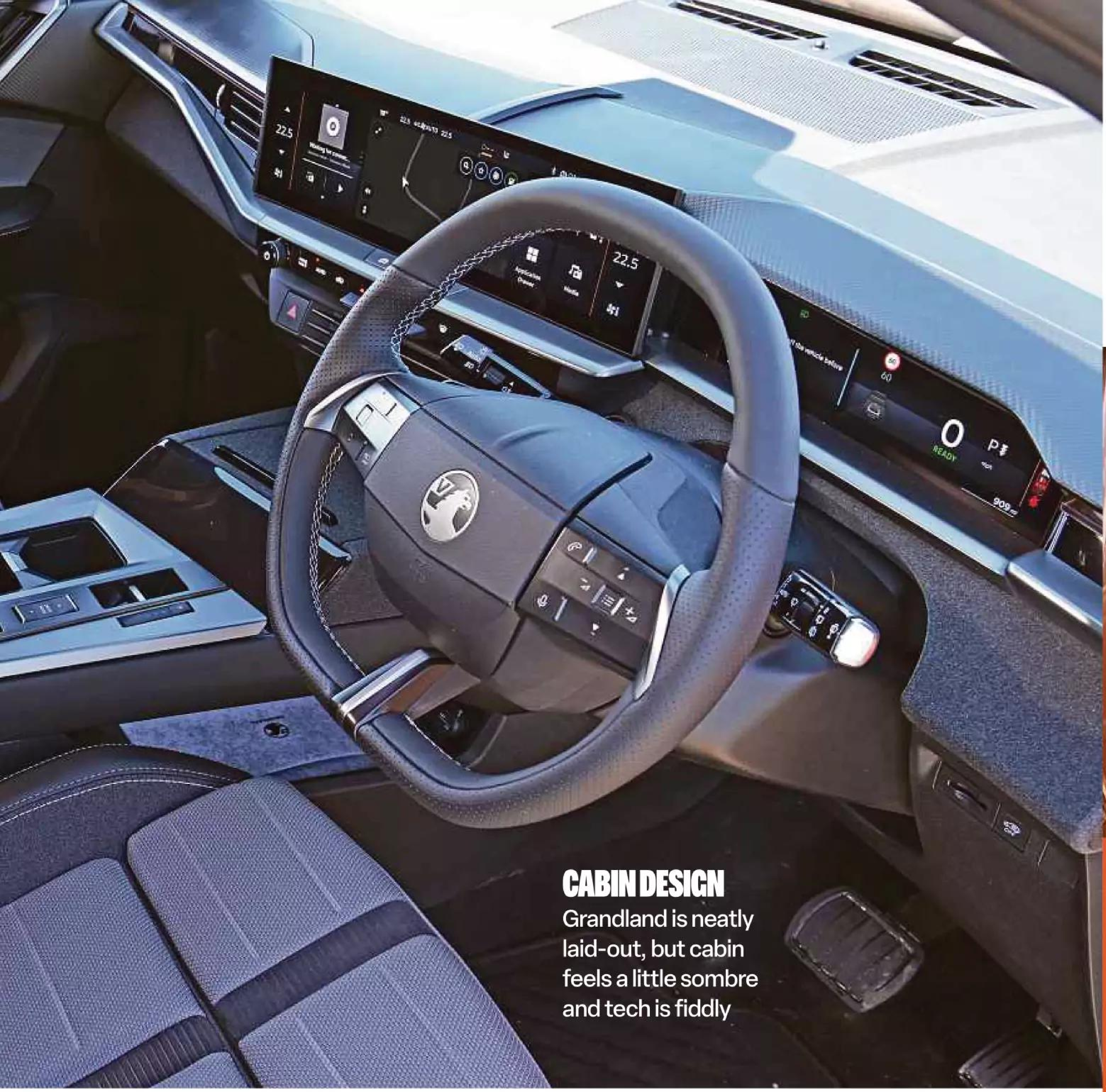


CABIN DESIGN

Grandland is neatly laid-out, but cabin feels a little sombre and tech is fiddly

COMFORT

Mid-range GS trim, as tested, gets snug part-cloth, part-vinyl upholstery. Leather trim is only available on flagship Ultimate models

TESTER'S NOTE

WHILE there are some clever in-car features, there are other areas where we feel that the Grandland could be improved to make family life just that little bit easier. That spacious rear-seat area makes loading a child seat inside fairly easy, but the Isofix mounts are hidden behind zipped covers, so locating the fixing points can be a little fiddly. Unlike some rivals, there isn't a third Isofix mount on the front passenger seat, either – a little feature, but one that improves overall flexibility.

Alex Ingram
Chief reviewer

PRACTICALITY

Convenience features include twin cup-holders, hidden storage compartments and a covered wireless charging pad. Rear legroom (above) is excellent thanks to extended wheelbase of new model

WARRANTY 3.8/5★

ALL new Vauxhalls are covered by a three-year, 60,000-mile warranty, which is no longer an industry-leading duration, but remains class-competitive. However, the Grandland Electric's battery is protected for up to eight years and 100,000 miles; Vauxhall also guarantees that the battery will retain up to 70 per cent of its initial capacity during this period.

SERVICING 4.0/5★

LIKE its mild-hybrid petrol sibling, the electric Grandland has long 24-month, 16,000-mile service intervals. However, it will cost less to service the EV version, with a fixed-price policy of just under £13 per month for two EV services (over four years), compared with around £20 per month for the petrol model.

> "CABIN DESIGN DOESN'T MATCH RIVALS FOR QUALITY – THE FINISH ISN'T THE SAME LEVEL AS THE SCENIC'S"

OVER the course of five generations and nearly three decades, the Scenic has slowly transformed from a sensible, practical MPV into a more rakish and desirable SUV. That transition really took off with the latest edition, which also becomes the first to ditch an internal-combustion engine and embrace electrification.

Renault's EV range is looking strong from top to bottom; the stylish R5 and R4 are at the smaller end, while the Scenic E-Tech sits above the Megane as the largest EV in the brand's line-up. There isn't really a weak link among that quartet, yet the Scenic still manages to stand out; its all-round performance at competitive prices – made even more tempting thanks to cost cuts introduced in April this year – make it a hugely appealing family car.

ENGINES & PERFORMANCE 4/5★

WHILE some rival EVs offer a wide selection of motor and battery configurations, Renault has kept things simple. It has dropped a previous smaller battery option, so all Scenics now come with an 87kWh battery and a single motor that drives the front wheels and makes 217bhp and 300Nm. That allows the car to sprint from 0-62mph in 7.9 seconds – fairly competitive for the money. The powertrain itself is smooth and quiet, and the throttle is responsive without being jumpy.

DRIVING 3.9/5★

RIDE comfort is on the firm side, which combines with sharp steering to lend the Scenic something of a sporty edge. While it's not uncomfortable, we'd prefer a little extra softness – especially because the Renault is still not the sort of car that keen drivers will be looking to hunt down.

AROUND TOWN The low-speed drive is great in some respects, but offers room for improvement in other areas. With light steering, it's easy to drive around town, but compared with class rivals, its suspension set-up is towards the firmer end of the scale. While this means that it's a little bouncy over big bumps, the Scenic does suffer from less fidget over smaller undulations and rough surfaces than some of its competitors.

A & B-ROADS As in many modern electric vehicles, the Scenic's steering has been tuned to be responsive, to give the impression of greater agility in corners. Yet it's set up to be as safe and predictable as we'd hope for from a family car. It would be a little more fun if the stability control system wasn't quite so keen to cut in when not strictly necessary, but we're nitpicking here – driver involvement is way down the list of importance in a car like this. However, that firm ride is more obvious; large bumps send shudders through the cabin.

MOTORWAY At higher speeds, the sensitive steering means that keeping the Scenic pointing straight and true takes a few more corrections than in some cars – it's nowhere near Tesla levels of hyperactivity, but the Renault isn't as planted as a Volkswagen ID.4 or Skoda Enyaq, for example.

MPG & RUNNING COSTS 4.5/5★

A LARGE battery and decent efficiency translate into keen value for money.

EV RANGE/ BATTERY/CHARGING With 87kWh, the Scenic offers buyers a very large battery for the cash; rivals from Stellantis use a 73kWh unit for similar money. We achieved 3.8 miles/kWh on test, meaning the Scenic should be capable of up to 331 miles of range between charges.. That's some way short of the official figure of 382 miles, but it's enough to ensure that many users won't need to worry about charging any more than they would filling up an internal combustion-powered car with petrol.

At 150kW, the Scenic's maximum charging rate can't match the best in class. Combine this with a larger battery, and drivers will need to wait a longer for a top-up; according to Renault, a 15-80 per cent charge takes around 37 minutes. The Kia EV6 and Hyundai Ioniq 5, for example, quote a time of just 18 minutes to charge their (admittedly slightly smaller) batteries from 10-80 per cent.

TAX For private buyers, we'd recommend the base Techno trim, or at a push, the Techno Esprit Alpine, as long as you avoid choosing options, because this means the Scenic stays below the crucial £40,000 mark for the luxury car surcharge on VED rates.

Cars priced above that figure – including extras – will be subject to an extra annual charge of £425 from years two to six, so keeping things below £40k could save owners as much as £2,125 in the long run.

As a full EV, the Scenic's Benefit-in-Kind rates for company car users are tempting. A higher-rate-tax earner will see deductions of £461 a year in 2025/26; a similarly priced petrol car would cost thousands of pounds.

INSURANCE Insurance groups range from 32 for the entry-level Techno, and climb only slightly to group 34 for the Techno Esprit Alpine and Iconic Esprit Alpine variants. That's slightly lower than for the Vauxhall Grandland, but a little higher than similarly priced versions of the Ford Explorer.

ON THE ROAD
The Scenic feels more dynamic and agile than most SUVs, but its steering can feel twitchy and the ride is quite firm

RENAU

Striking and stylish EV-only famil

SCENIC
HT24 WKW

MODEL TESTED:
Renault Scenic E-Tech Techno

PROS	CONS
Strong real-world range	Limited rear visibility
Superb infotainment tech	Ride a little on the firm side
Improved value	Rear foot space

TESTER'S NOTE

IN addition to a lower starting price for the Scenic, updates in April introduced a few more changes. Paddles behind the steering wheel to adjust the strength of the motor regeneration now include a stronger level that allows one-pedal driving, meaning the Scenic can come to a complete stop without the driver having to touch the brakes. Also new is an 11kW charger, which offers vehicle to load (V2L) functionality. Via an adapter, the Scenic can now be used to power any 230-volt appliance through a three-pin plug.

Alex Ingram
Chief reviewer

LT SCENIC

ly SUV continues to impress – and it's now even better value

> "RIDE COMFORT IS ON THE FIRM SIDE. COMBINED WITH SHARP STEERING, IT LENDS THE SCENIC A SPORTY EDGE"

DEPRECIATION Residual values for the Scenic look promising, with the base Techno trim predicted to hold a touch over 58 per cent of its original value after three years or 36,000 miles. The two higher trims lose more value, but still hover around the 54 per cent mark.

INTERIOR & TECHNOLOGY 4.5/5★

STYLISH, well finished and smartly thought out, the Scenic's tech-packed cabin is among the very best in this class.

FRONT SPACE A large portrait touchscreen display dominates much of the Scenic's cabin, while the way it is angled towards the driver creates a cockpit-like feel. Beneath it sits a bank of toggle switches for the climate control, which work very well. The rest of the interior looks angular and modern, while the use of lighter-coloured fabrics across the surface of the dashboard helps to break up the dark materials elsewhere.

QUALITY There was a time when the cabin quality of French cars was generally looked down upon relative to what most rivals could deliver, but along with the Peugeot E-3008, the Scenic is among the best-appointed cars in this class. While it doesn't have the wow-factor of the Peugeot, the Renault's cabin feels sturdy and looks more expensive than much of the competition. There are hard plastics in lower-down areas on the doors and the dash, but the rest is finished in soft-touch materials and plush-feeling fabrics – many of which are created from recycled materials.

TECH AND INFOTAINMENT It's the top Iconic Esprit Alpine where the fanciest tech features. Among its standard kit is an 'opacifying' panoramic roof with electrochromatic glass, which can turn from transparent to translucent at the touch of a button. It's a fancy party piece and the large window lets plenty of light into the cabin.

Slightly offsetting the so-so front and rear visibility is the addition of a 360-degree parking camera, plus a digital rear-view mirror, which can be switched off and used as a regular mirror if the driver prefers. Iconic Esprit Alpine trim also gains a nine-speaker/410W sound system by Harman Kardon.

PRACTICALITY 4.3/5★

THERE'S a big boot and decent space inside the Scenic, but taller rear passengers will be better served by some rivals.

FRONT SPACE Among its sea of SUV-like challengers, the Scenic's driving position feels more low-slung and car-like. Although some drivers will prefer this, the upshot is that it doesn't quite offer such a commanding view of the road ahead. It's still better than out of the rear, though; the back window is small and obscured by the rear headrests.

One other small ergonomic gripe we have is the positioning of the USB-C ports; they're inside the central armrest cubby, which is too small to hold any type of smartphone that you might want to charge with those plugs.

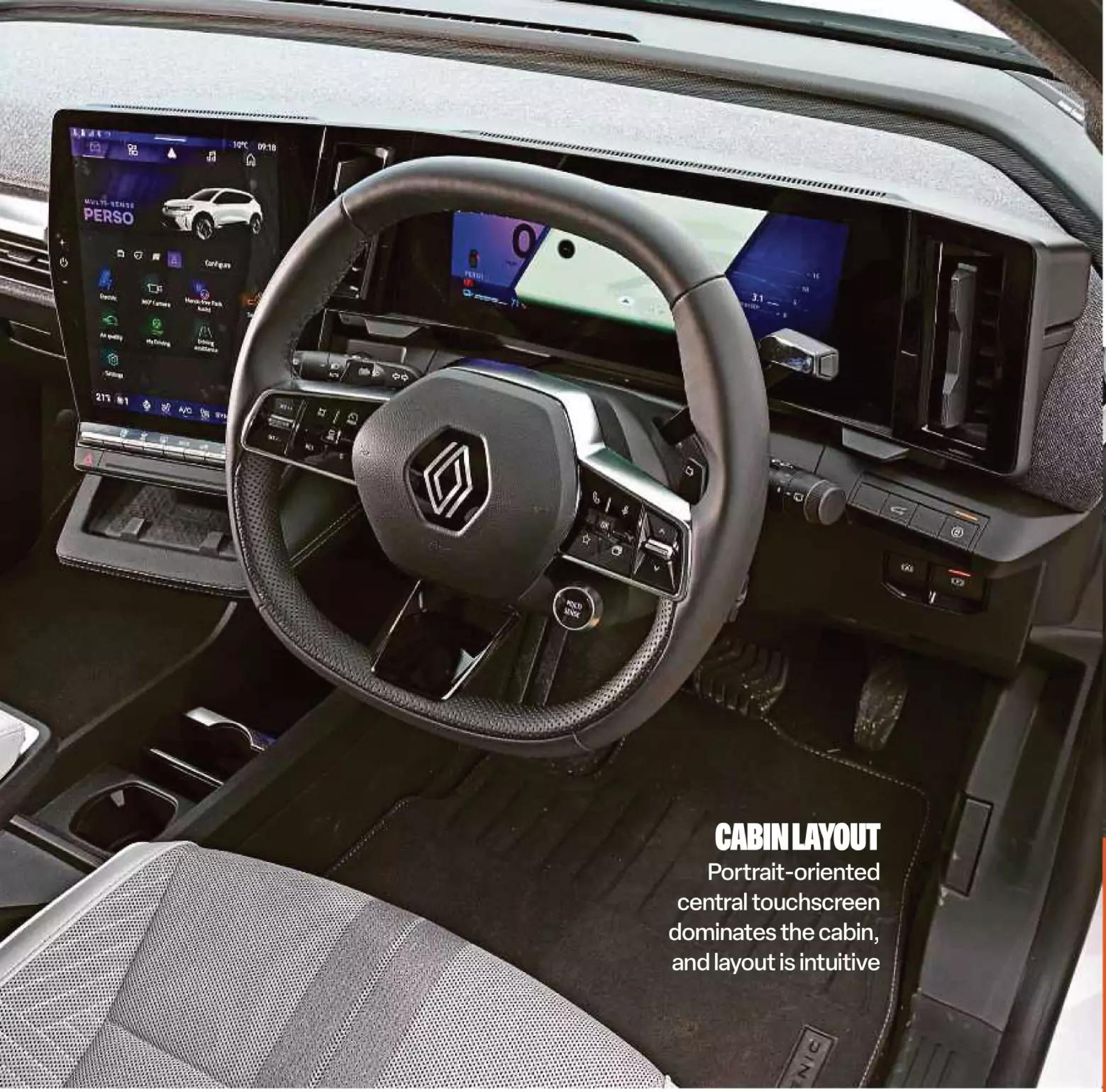
REAR SPACE Knee and elbow room are impressive in the back of the Scenic E-Tech, but these measurements don't quite tell the whole story, because there are slight compromises in other areas. The seat base, for example, is positioned low relative to the height of the floor, which means that longer-legged passengers will find the seats less supportive than in the Vauxhall Grandland or Skoda Enyaq. Likewise, foot room is also tight compared with those two alternatives. These things won't be a big issue for children in the back, but it's worth considering if you plan to regularly carry adults in the rear.

BOOT SPACE At 545 litres, the Scenic's boot is generously sized and close enough to the class best to be competitive. The opening isn't quite as large as it is on the similarly roomy Grandland, but the seats fold flat and there's plenty of underfloor storage space. As with the Vauxhall, there's no additional storage under the bonnet, though.

RELIABILITY & SAFETY 4.2/5★

EVER since the Mk2 Laguna became the first car to ever achieve a five-star rating from Euro NCAP back in 2001, Renault has been a regular high achiever in safety tests. The Scenic continued this trend when it bagged a five-star rating – held to much higher standards than the Laguna's test – in 2022.

All cars in the range come with adaptive LED headlights, blind-spot warning, rear cross-traffic alert, and adaptive cruise control. All new cars have a mandatory on-from-the-start setting for their various driver-assistance aids. Many of these systems – in almost any new car – still don't feel ready to be forced upon drivers, with many traffic-sign recognition systems reading the wrong signs and presenting incorrect information to the driver. Fortunately, Renault makes it easier to quickly deactivate these systems – exactly to the driver's preference – easily. It takes just a brief bit of homework up front; the 'My Perso' setting in the infotainment screen lets users select which systems they do or do not want, and these preferences are saved into a physical button to the right of the steering wheel. After that, it takes just a double tap on the switch to load the saved settings.



CABIN LAYOUT

Portrait-oriented central touchscreen dominates the cabin, and layout is intuitive

REAR SEATS

The Scenic will work for most families, but its legroom, foot space and headroom are no match for the new Vauxhall Grandland's

TESTER'S NOTE

WE'VE lived with a Scenic E-Tech for over six months on our long-term test fleet, and the efficiency figures we've recorded show just how much temperature plays a part in range – not just for the Renault, but EVs in general. During the Scenic's last appearance in a comparison test against the Ford Explorer last November, it achieved only 3.4 miles/kWh, and dropped as low as 3.1mi/kWh in wintry conditions after that. However, that figure has since jumped back up to 3.8mi/kWh in milder weather.

Alex Ingram
Chief reviewer

INTERIOR DESIGN

The Scenic has a real feel-good factor about it, especially with the optional 'opacifying' roof. It's airy and practical, and sensibly laid out. Its centre cubby has USB-C ports but it's too small to store phones when charging

> **"CABIN QUALITY OF FRENCH CARS WAS ONCE LOOKED DOWN UPON, BUT SCENIC IS AMONG THE VERY BEST"**

WARRANTY 3.8/5★

THE Scenic E-Tech comes with a three-year warranty with a 100,000-mile limit. That sounds very impressive, but the truth is that it will probably only appeal to the very small number of buyers who cover well above the average UK annual mileage.

SERVICING 4/5★

ELECTRIC vehicles have fewer moving parts and fluids to replace than a petrol or diesel car. As a result, the service costs on an EV generally tend to be lower.

Renault recommends a service interval of two years or 18,000 miles. The Kia EV6 and Volkswagen Group EVs also have two-year intervals, but the Kia states a 20,000-mile limit before visits, while Volkswagen sets its intervals on time rather than distance.

PRICES AND SPECS

	VAUXHALL GRANDLAND	RENAULT SCENIC
Our choice	Electric GS	E-Tech Techno
Price from/price as tested	£37,605/£37,605	£37,195/£42,195

POWERTRAIN AND PERFORMANCE

Powertrain	1x electric motor	1x electric motor
Power	207bhp	217bhp
Torque	345Nm	300Nm
Transmission	Single-speed/fwd	Single-speed/fwd
0-62mph/top speed	9.0 secs/106mph	7.9 secs/105mph
Battery capacity/usable	73/73kWh	87/87kWh
Official range	323 miles	382 miles
Test efficiency/range	3.6 miles/kWh/263 miles	3.8 miles/kWh/331 miles
Charging	160kW (10-80% in 30 mins)	150kW (15-80% in 37 mins)

DIMENSIONS

Length/wheelbase	4,650/2,794mm	4,470/2,785mm
Width/height	1,905/1,665mm	1,864/1,571mm
Rear knee room	623-887mm	636-890mm
Rear headroom/elbow room	998/1,458mm	955/1,435mm
Boot space (seats up/down)	550/1,694 litres	545/1,670 litres
Boot length/width	932/1,027mm	860/960mm
Boot lip height	769mm	780mm
Kerbweight/towing weight	2,132/1,200kg	1,853/1,100kg
Turning circle	11.6 metres	10.9 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 mkiles)	£21,510/57.20%	£21,752/58.48%
Depreciation	£16,095	£15,443
Insurance group/quote/VED	36/£886/£195	32/£765/£195
Three-year service cost	£607 (4 years)	£509
Annual tax liability std/higher rate	£231/£461	£223/£446
Annual fuel cost (10k/20k miles)	£794	£753
Basic warranty (miles)/recovery	3yrs (60,000)/8 yrs	3yrs (100,000)/3 yrs
Driver Power manufacturer position	26th	28th
NCAP Adult/child/ped./assist/stars	82/85/79/62/4★ (2025)	88/89/77/85/5★ (2022)

EQUIPMENT

Metallic paint/wheel size	£650/19 inches	£750/19 inches
Parking sensors/camera	F&r/yes	F&r/yes
Spare wheel/Isofix points	Repair kit/two	Repair kit/two
Keyless entry & go/powered tailgate	Yes/no	Yes/yes
Leather/heated seats	No/yes	No/yes
Screen size/digital dashboard	16 inches/yes	12 inches/yes
Climate control/panoramic sunroof	Yes/no	Yes/no
USBs/wireless charging	Four/yes	Four/yes
Wireless CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	No/no	Yes/no
Adaptive cruise/steering assist	Yes/yes	Yes/yes

WHAT WE WOULD CHOOSE

GRANDLAND One of the few optional extras for the Grandland is a towbar. The Vauxhall is rated to tow a braked trailer of up to 1,200kg – but bear in mind that public charging points rarely accommodate vehicles with trailers.

SCENIC For the base Techno trim, options are pretty much non-existent. There are five exterior paint finishes to choose from (red is free, the rest are £750), and a contrasting black roof can be added for an extra £500.

INFOTAINMENT

Vauxhall Grandland 3.3/5★

PURE CONNECT

KEY FEATURE: WIRELESS APPLE CARPLAY

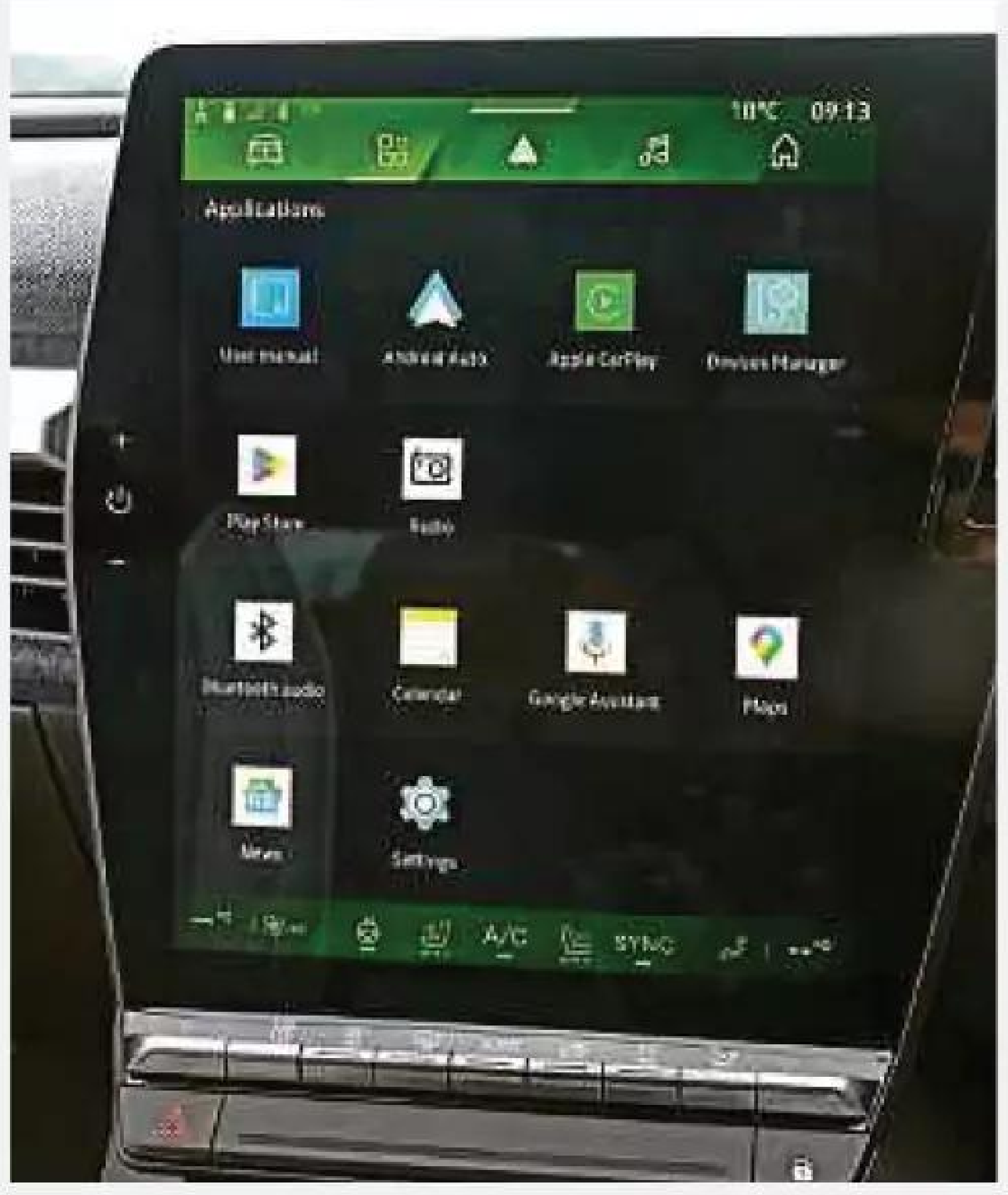
FEW cars' touchscreens come close to the size of the Grandland's vast 16-inch display, but this is an example of bigger not equating to better. We found that both displays could be laggy (the speedometer would sometimes pause for a second or so) and the touchscreen would get alarmingly hot when it was being used. The widescreen display looks bright and the graphics are sharp, but large parts to each side are taken up by temperature adjustment; these seem unnecessary when there's a perfectly good set of physical controls below.

Renault Scenic E-Tech 4.5/5★

OPENR-LINK

KEY FEATURE: GOOGLE MAPS NAVIGATION

RENAULT has adopted a Google-based infotainment set-up for the Scenic E-Tech, and it's among the best out there. The built-in navigation uses Google Maps, and as a result looks sharp and loads as quickly as it does on any smartphone. It also benefits from the same live traffic data, so can divert the car around jams accordingly without having to use Apple CarPlay or Android Auto. The mix between touchscreen controls and physical buttons is well judged, allowing the Scenic's cabin to look stylish and uncluttered without compromising its overall usability.



> "WE FOUND THE DISPLAYS IN THE VAUXHALL WERE LAGGY AND THE TOUCHSCREEN GOT ALARMINGLY HOT WHEN BEING USED"

VAUXHALL GRANDLAND SPACE
IT'S genuinely impressive just how spacious the Grandland is inside. Measured by the room in the back seats or the boot, it's among the class best.

RENAULT SCENIC E-TECH RANGE
FEW cars in this segment can match the Scenic's real-world range. The potential for over 300 miles banishes range anxiety to the distant past.

RESULTS

WINNER ★★★★½

Renault Scenic E-Tech

ANOTHER talented challenger has been pitched against the Scenic, and once again the Renault has managed to push it aside. When it comes to one of the biggest barriers to converting petrol buyers to EVs – range – the Scenic is one of the best in the business. Subtle updates for 2025 to a car that already had class-leading infotainment tech include an even punchier price, so buyers are getting even more Scenic than ever before for their cash – and it's always worth keeping an eye out for Renault's hugely competitive finance offers, to sweeten the deal further.

AUTO EXPRESS
ROAD TEST WINNER
JUNE 2025
★★★★½
Renault Scenic E-Tech

INTERESTED?
Scan the code to check out Renault Scenics on sale now

RUNNER-UP ★★★½☆

Vauxhall Grandland

THE Grandland has taken a massive leap forward from its predecessor, and in some areas it manages to show-up its talented French rival. The interior and boot space are superb, while high-speed refinement is also a strong point. However, in most areas, the Scenic holds an advantage. The Grandland's ride is a little too fidgety, efficiency – particularly at motorway speeds – isn't that impressive, and the in-car tech is laggy. While its pricing is reasonably competitive among its rivals as a whole, next to the Renault it feels like it doesn't quite offer enough for the cash.

INTERESTED?
Scan the code to view our deals on new Grandlands

THIRD REPORT

MAZDA CX-30

Our man is seeing red – but in a very good way

Paul Adam

Paul.Adam@autoexpress.co.uk

AEX OUR Mazda CX-30 continues to impress, and as the British summer begins to show its face, the car is looking its absolute best. Which is largely down to one thing: its stunning Soul Red Crystal metallic paintwork.

My CX-30 arrived in this vibrant hue back in November, and even under the gloom of winter skies, it stood out. Now, with the sun gracing us with its presence, the depth and lustre of this shade are truly breathtaking.

Mazda has always had a knack for creating eye-catching colours, but Soul Red Crystal takes it to another level. It's a multi-layered paint process that genuinely seems to glow, shifting from a deep, rich red to a brighter, more fiery tone depending on the light.

Parked next to more sombre shades of grey, black, or even white cars, the CX-30 in Soul Red Crystal is a beacon of individuality. In a world of increasingly anonymous vehicles, it's refreshing to have a car that confidently expresses its personality, and the paintwork has a huge part to play in that.

The CX-30 in Homura trim continues to be a thoroughly enjoyable and trouble-free companion. Since its arrival, it has been subjected to the full rigours of family life – school runs, dog walks, shopping trips, and longer excursions – and it has handled every challenge with aplomb. There have been zero issues to report, which, while perhaps not the most exciting news for a motoring journalist, is exactly what you want from a long-term test car. It's a testament to Mazda's build quality and engineering prowess.

> **"EVEN UNDER GLOOMY SKIES, THE CAR'S SOUL RED CRYSTAL PAINTWORK STOOD OUT"**

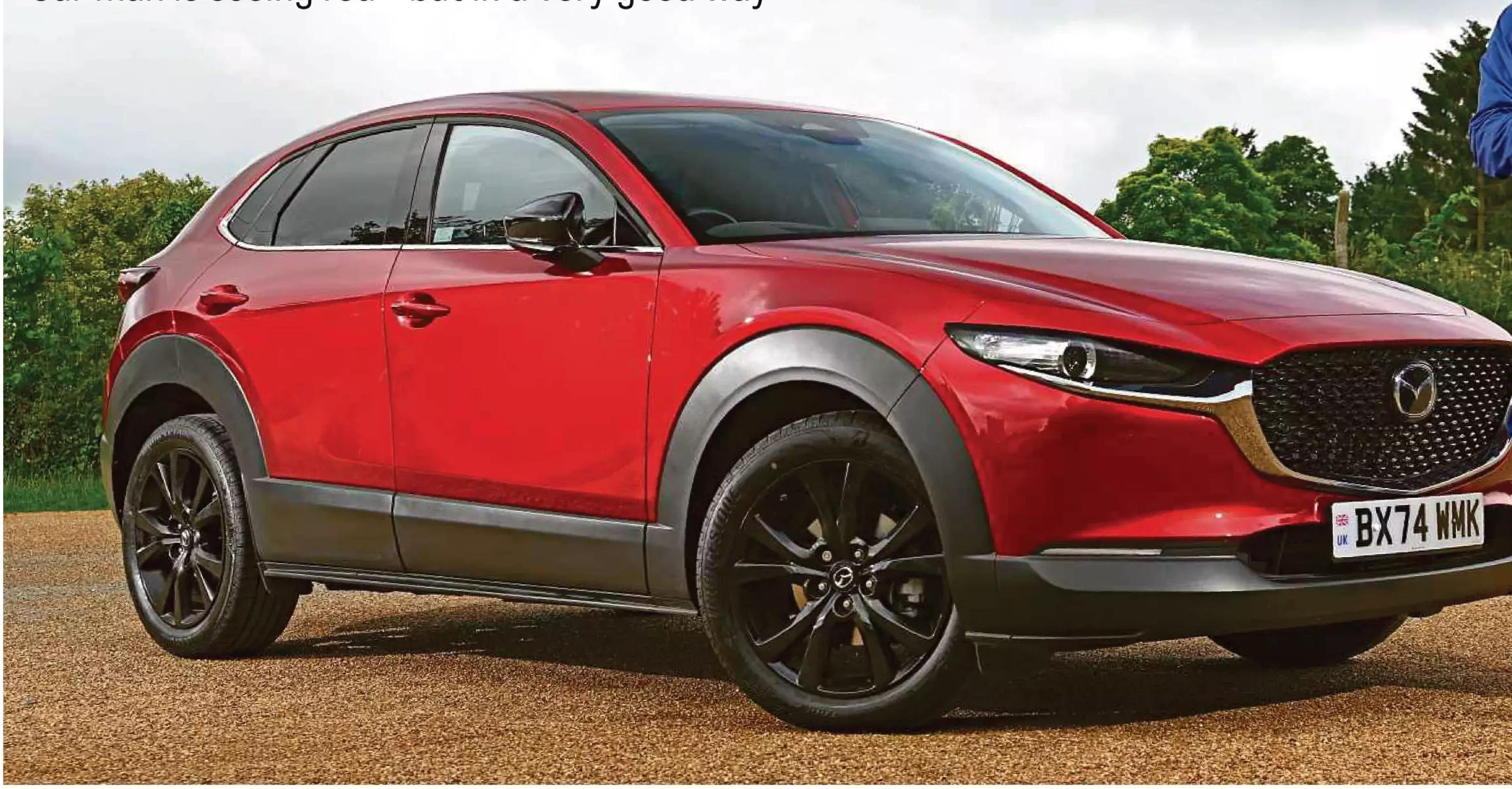
Our initial impressions of the 2.5-litre e-Skyactiv G mild-hybrid petrol engine have held true. While 138bhp might not sound like a huge amount of power, the 238Nm of torque provides a surprising amount of shove, particularly in everyday driving. The integration of the MHEV system is seamless, and you rarely notice the i-Stop tech cutting the engine at a standstill, or the cylinder deactivation working at cruising speeds.

The result is a smooth, refined powertrain that's perfectly suited to the CX-30. The six-speed manual gearbox remains an absolute joy to use, too. It's a rare treat in a world that is increasingly dominated by automatic transmissions, and it genuinely enhances the driving experience.

What is also clear, from my time with the CX-30, is that urban fuel economy is not its strongest attribute. If your everyday driving takes in a mixture of roads, I'm confident that

PROS
- Gorgeous Soul Red Crystal paint
- Good to drive
- Lots of standard kit

CONS
- Poor urban fuel economy
- Dark interior
- Boot could be bigger



MODEL TESTED:

Mazda CX-30 2.5 e-Skyactiv G MHEV Homura

On fleet since:	November 2024
Price new:	£28,065
Powertrain:	2.5-litre 4cyl petrol MHEV, six-speed manual
Power/torque:	138bhp/238Nm
CO_2/BiK/VED:	136g/km/32%/£195
Options:	Soul Red Crystal metallic paint (£850)
Insurance*:	Group: 17 Quote: £879
Mileage/mpg:	2,510/34.4mpg
Any problems?	None so far

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

you could edge towards Mazda's claim of a 47.1mpg average. But with my past few months solely taking in shorter, in-town journeys, I've been seeing around 34mpg – it's not a deal-breaker, but it would be nice if the car eked out a few more miles to the gallon.

Yet seven months in, the CX-30 continues to exceed my expectations. Its combination of striking design, refined driving dynamics, practical features, and trouble-free ownership makes it a compelling choice in the crowded compact-SUV segment. And, of course, that Soul Red Crystal paintwork ensures it stands out in the most magnificent way.

PUTTING OTHERS IN THE SHADE

If you grab a colour chart and compare hues, Paul thinks you'd be hard pressed to beat Mazda's Soul Red Crystal metallic paint for its dramatic effect

AEX VERDICT ★★★★☆

ONE of the best compliments you can pay a family car is to recognise just how effortless it is to own and drive, and the Mazda CX-30 delivers on this emphatically. Mediocre urban fuel economy aside, it really is hitting the spot as a talented compact SUV.

FLEETWATCH

VOLVO EC40

I HAVEN'T been to the Alps for many years, but the ski hatch in our Volvo EC40 EV has come in very handy recently. I usually have two large Isofix-mounted child seats fitted in the back (although not in this picture for visibility). Removing and storing them is awkward, so being able to collect a long, flat-packed bookcase without having to take the kids' chairs out and fold the 60:40-split rear seats was a blessing.

DARREN WILSON

POLESTAR 4

SOME long journeys have given us the chance to evaluate our Polestar 4's ability on a motorway. Refinement impressed us and the efficiency has been very good, although short of its claimed 367-mile WLTP range. A trip north from London saw us arrive for a top-up with 25 per cent charge remaining after doing 235 miles, meaning we would have seen around 310 miles from a single charge.

JORDAN KATSIANIS

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zda sets sights on Tesla with 6e
market as it announces new rival for Model 3
NEWS
STYLING
New EV is identical to EZ-6, which is already on sale in China; 19-inch alloy wheels feature an efficient design to boost range
INTERIOR
Passengers have plenty of room front and rear; 14.6-inch touchscreen dominates dash
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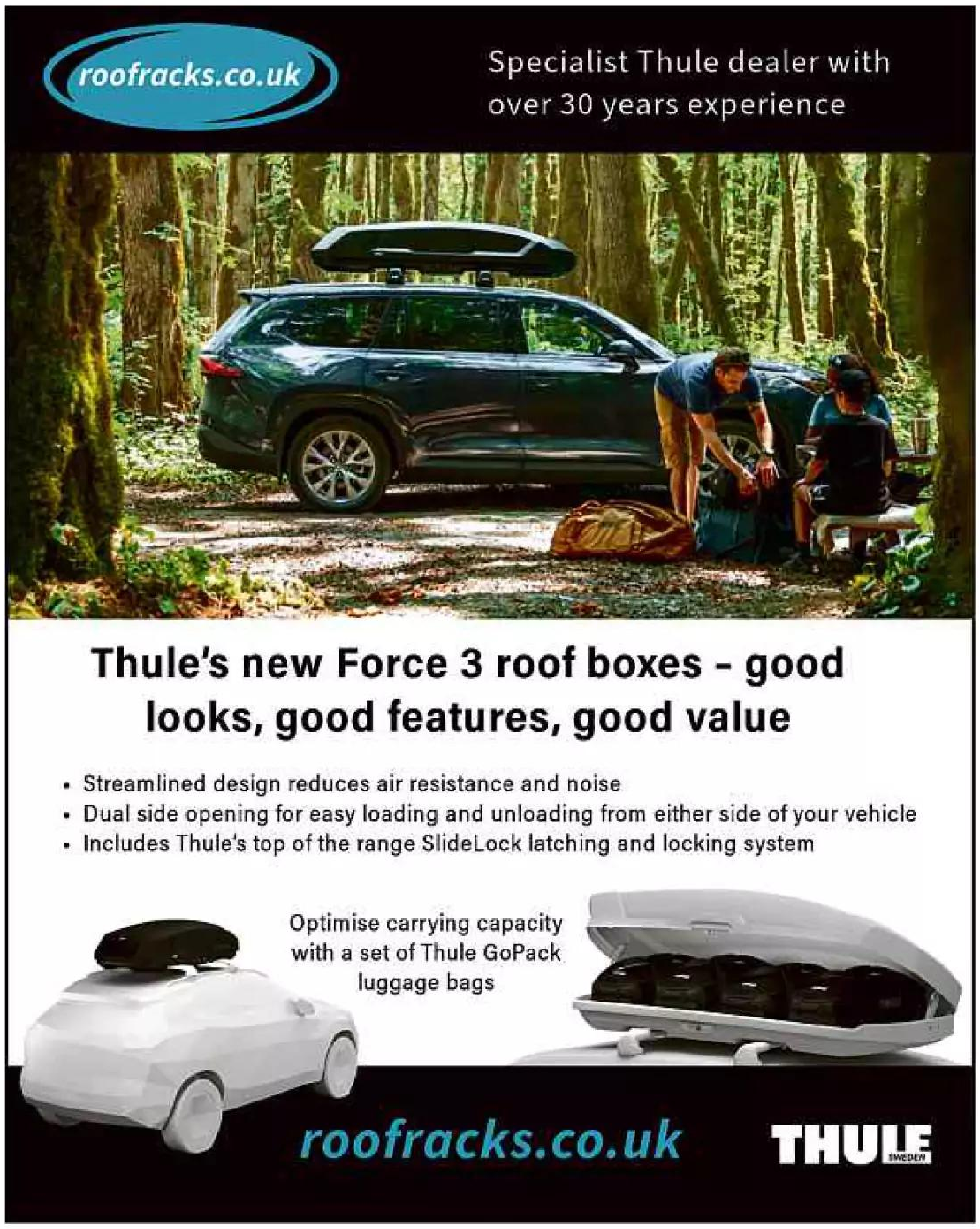
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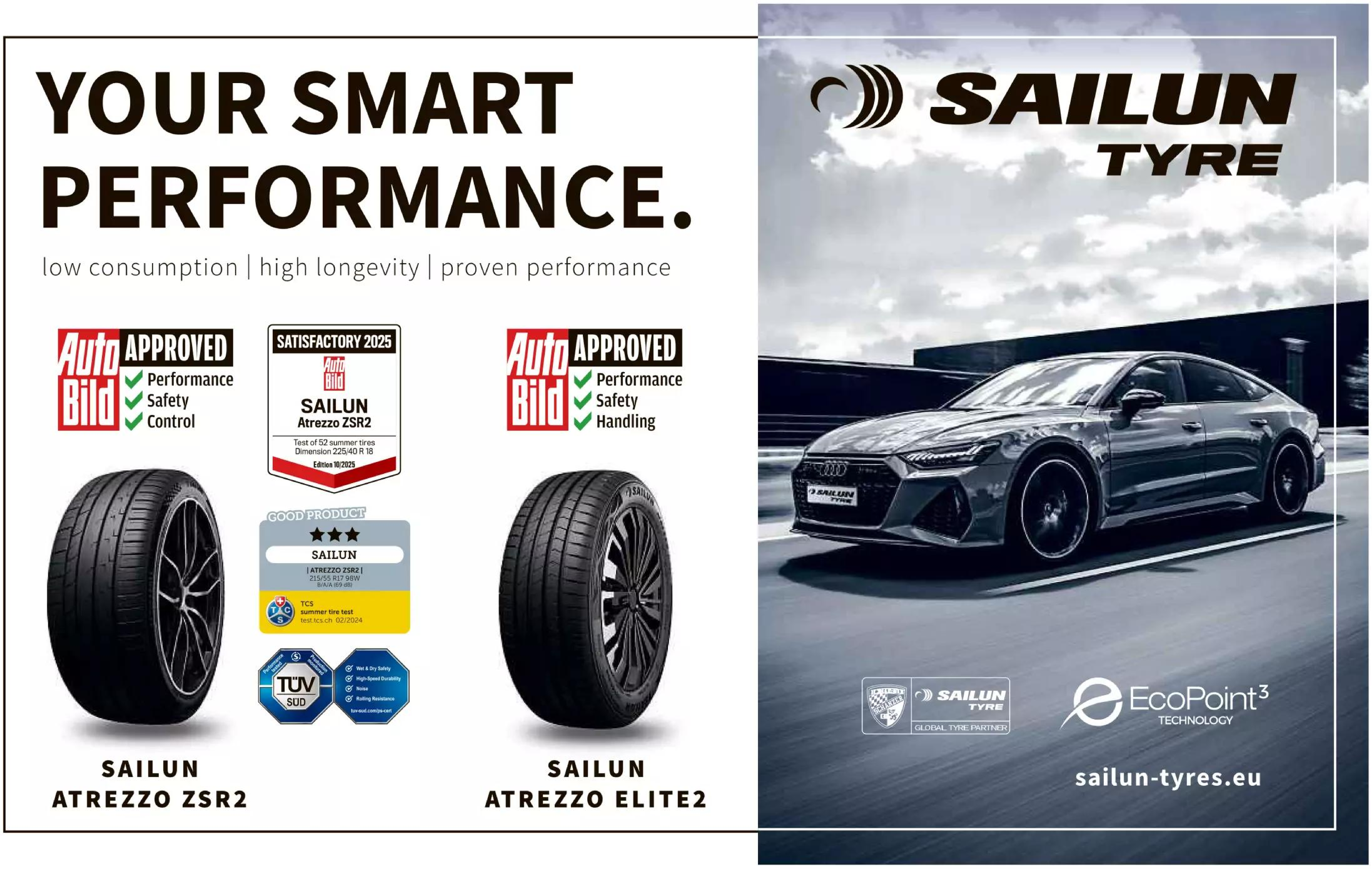
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Which is best underfoot?

PRODUCTS

HOT KIT

LEGO Technic Aston Martin Valkyrie

Price: £54.99 **Contact:** *lego.com*

LEGO has immortalised the Aston Martin Valkyrie as a new Technic kit. A mini version of the marque's F1-inspired hypercar, the 707-piece, 29cm-long LEGO Valkyrie is finished in the Aston racing team's iconic Podium Green livery with lime accents, and has been approved by the company's chief designer, Marek Reichman.

When built, the LEGO Valkyrie features functional gullwing doors, just like on the real car. There is also working steering, controlled by a lever on top of the roof. An engine cover opens to reveal a replica of the 1,140bhp V12 engine, with moving pistons. There's a working differential too, which spins the driver's-side wheel when the engine moves. Besides being fun to build, the model's components also help younger fans understand the engineering behind real vehicles. LEGO suggests the kit will be suitable for builders aged nine or above.

Technology will be there to help, too. In addition to the usual paper instructions, LEGO's Builder app guides assemblers through the process and allows them to save sets, track progress, zoom in and rotate models in 3D while they build them. The Valkyrie is part of a wider collaboration between LEGO Technic and the Gameloft Asphalt Legends UNITE gaming platform, which will allow gamers to race both the 'real' Aston Martin Valkyrie and the LEGO version on various devices, including the Sony PlayStation and Microsoft XBox.

The kit is available now, costing £54.99 – making it a lot more affordable than the real Valkyrie's £2.5 million price tag.

Valkyrie kit includes a LEGO replica of V12 engine

> **"A WORKING DIFF SPINS THE DRIVER'S-SIDE WHEEL WHEN THE ENGINE MOVES"**

BOOKS

Peugeot 404

Rhys Nolan (Amberley Publishing, *amberley-books.com*) **Price:** £15.99 **Rating:** ★★★★☆

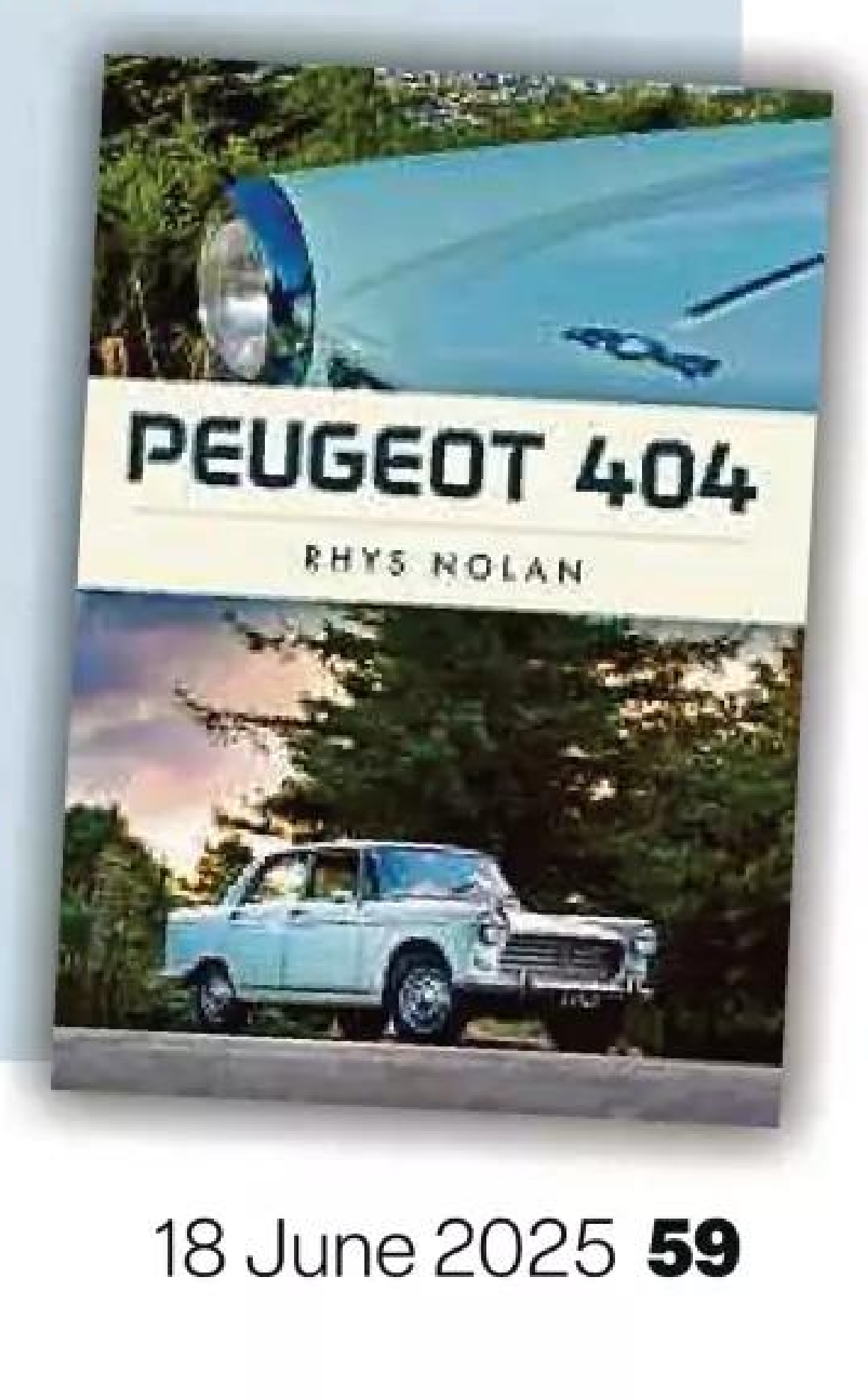
THIS new book is about a car that's often overlooked in the UK, or mistaken for its similar-looking contemporaries, the Austin Cambridge and Morris Oxford. The book's author is a committed Peugeotphile, acting as the UK registrar for the 404 within Club Peugeot UK, making him ideally placed to write it.

Despite being relatively unknown here, the 404 is considered one of Peugeot's all-time greats, helping to mobilise Africa and South America, where the car's strong suspension and durability made it extremely popular.

It also enjoyed considerable success in rallying, spawning a full model line with saloons, commercial wagons, pick-up trucks, coupés, convertibles and seven-seat family estate cars. Its slick Pininfarina design still looks timeless today – even if the Italian stylist did 'recycle' a lot of the lines for the British models, which is why they look so similar.

It's a compact book at less than 100 pages in length, but still manages to pack in quite a lot, with little padding to interrupt the flow of information. There's good insight into the clever engineering used, such as Peugeot's partnership with Mercedes on diesel engines, and some interesting tidbits that you might not have known. Who knew that Enzo Ferrari himself opted for a 404 as his daily driver?

There aren't too many written resources on the 404, with Peugeot's performance-focused cars finding themselves the subject more often than not. Although it's far from a comprehensive history, this little book is a great start for anyone interested in learning more about the 404.



NEW PRODUCT

Tesco Pod charging points

Charge cost: From 44p/kWh **Contact:** *pod-point.com*

Powered by podPOINT
Electric Charging Only
TESCO
pod POINT
TESCO extra

CHARGING LOYALTIES
Top up your electric car at Tesco and you can now gain extra Clubcard points and rewards. Over 600 stores have Pod charging bays

> **"POINTS CAN BE CONVERTED TO £25 OF CLUBCARD VOUCHERS OR £50 TO SPEND WITH PARTNERS"**

SHOPPERS are now able to collect Tesco Clubcard points for the first time when charging an electric car at the supermarket. The retailer has extended its partnership with Pod, which was previously known as Pod Point before its rebranding earlier this year.

Clubcard holders will be able to collect a point for every pound spent on charging their electric vehicles at Pod's network of Vauxhall-branded public chargers, situated at most large Tesco superstores and at branches of Tesco Extra.

Additionally, drivers can collect 2,500 Clubcard points if they subscribe to Pod's new home charging tariff, called Pod Drive1. These points can be converted into £25 worth of Clubcard vouchers to spend in Tesco stores, or £50 to spend with Tesco's reward partners such as restaurants or hotels.

The Clubcard points deal comes as an extension of the links between Pod and Tesco. In conjunction with Vauxhall and its previous partner, Volkswagen, Pod's collaboration with the supermarket has installed more than 2,600 EV charging points at over 600 Tesco supermarket car parks across the UK since the beginning of the arrangement in 2019. Pod says EVs have been charged at Tesco stores more than 14.3 million times.

The Pod Point chargers can be found in Tesco Extra and Superstore car parks across the UK, and are made up of 7kW AC chargers that cost 44p/kWh, 22kW AC sockets costing 49p/kWh, 50kW DC rapid chargers that cost 62p/kWh and 75kW feeds costing 69p/kWh.

NEW PRODUCT

CANDY KITTENS

Candy Kittens air fresheners

Price: £3.49-£4.99 **Contact:** *halfords.co.uk*

IF you want your car to be a sweet ride, this new range of air fresheners launched by the popular Candy Kittens confectionery brand could be worth sniffing out.

Motorists can now experience the signature flavours of Candy Kittens, adding a burst of sweet scent to your car's interior. The four fragrances are Eton Mess, Very Cherry, Sour Watermelon and Wild Strawberry.

Each is available in three formats, all featuring the distinctive style and colours of the brand. The hanging air freshener is designed to dangle from a mirror and is said to deliver a subtle fragrance for up to 45 days. The air vent-mounted fresheners are a twin pack, which feed the scent into the airflow and have a clip that is designed to fit easily to most vehicles' vents.

For really whiffy interiors, the biggest freshener is a spill-proof can that will slot into cup-holders and is said to last up to 60 days. The hanging and air vent fresheners are 100 per cent recyclable, with the company suggesting customers send them back to the Candy Kittens team, who will then use them to make new products.

Candy Kittens confectionery was made popular by podcast host and Radio 1 presenter Jamie Laing. The air freshener range can only be purchased from Halfords until September, after which it will also be available from other retailers. Prices range from £3.49 to £4.99.

TESTED Tyre inflator and jump packs

Breakdown heroes: These multi-purpose packs can come to your rescue for the two most common roadside emergencies, but which is the best?

MINI TEST

Tom Barnard

GETTING a flat battery is the most common reason for breakdown service call-outs, closely followed by another type of flat – a punctured tyre. If you want to help yourself get back on the road rather than wait hours for help, you could invest the cost of your annual breakdown premium in one of these combined tyre inflators and jump start packs.

Despite being small enough to keep in your glovebox, each of these three is capable of starting most engines with ease using plug-in jump leads

They will also top up four tyres or inflate at least two from flat, have built-in work lights and USB sockets to keep devices charged if needed.

The new Nightsearcher is a class act, but pricey. Unless its bigger size is an issue, we think the excellent Draper does everything you are likely to need for less money.

Nightsearcher VoltMax

Price: £139.50 **Battery:** 13,000mAH **Rating:** ★★★★½
Contact: *nightsearcher.co.uk*

NIGHTSEARCHER is famous for its torches, which pack a lot of illuminating power into a small body. The company has pulled off the same trick with this VoltMax, which measures a compact 127mm x 50mm x 153mm.

Despite this, it has 100mAH more battery capacity than the others here and a higher peak output. As you might expect, it's well served on the light front, with an LED work lamp that can switch to become a red emergency light. There is a separate torch beam too, so you can illuminate the tyre while also having a flashing lamp showing to traffic.

We loved the instructions on the storage bag, meaning you won't be searching for a booklet in an emergency. If money were no object, we'd have no problem making it our winner.

BAR PSI KPA
NightSearcher
VoltMax

Ring 5-in-1 Tyre Inflator & Jump Starter

Price: £119 **Battery:** 2,000mAH **Rating:** ★★★★☆
Contact: *ringautomotive.com*

IN isolation, the Ring does a great job, working its way through our starting and inflating tasks with ease. It's also compact at 191mm x 115mm x 54mm, and comes with a 12V socket attachment which could be handy for running accessories away from the car. But next to its rivals here it has some niggles. You'll need to keep the instruction book handy, because the controls aren't intuitive and the display is too dim to read in daylight.

Draper Lithium Jump Starter and Tyre Inflator

Price: £104 **Battery:** 12,000mAH **Rating:** ★★★★★
Contact: *drapertools.com*

IF you're looking for a pack you can slip into your glovebox, go for one of the others here. At 232mm x 127mm x 54mm, the Draper is chunkier than its rivals, especially once it is stored in the neat fabric case. It'll fit under the boot floor of most cars, though.

The screen is bigger and clearer than the rivals' and it has three handy USB ports if you're using it to charge other devices.

It might not be quite as small or efficient as the Nightsearcher, but it's great value for money.

BEST CAR MATS

BUY YOUR CAR KIT WITH CONFIDENCE
Every week, we extensively test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive

Carpets are expensive to replace, which is why a set of high-quality floor mats is a valuable investment for your car

Craig Cheetham

ONE of the areas of your car that takes the most abuse is its floor, with driver and passengers climbing in and out, mucky shoes, shuffling feet and shopping bags all contributing to wear and tear.

If you don't protect your car's carpets, then before you know it, you may find them stained, scuffed or holed. And on the basis that new carpets are an interior-out job, the cost of replacement can be huge.

That's why a set of floor mats is a sensible investment, but with a wide choice of aftermarket options available, which is best?

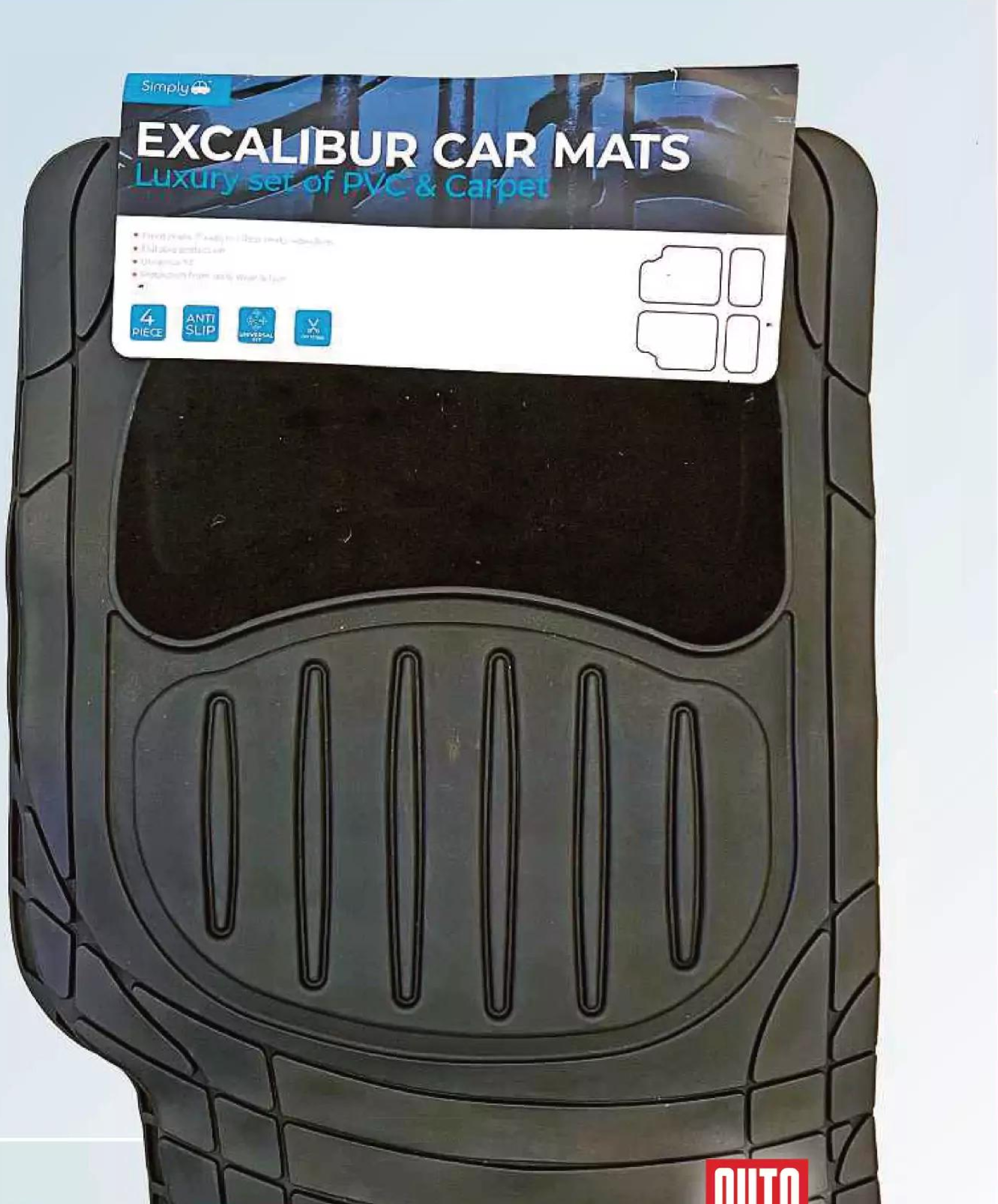
Here, we've brought together a mixture of mats – universal and tailored, rubber and fabric – to see which are tougher than the rest and will provide the best protection.

How we tested

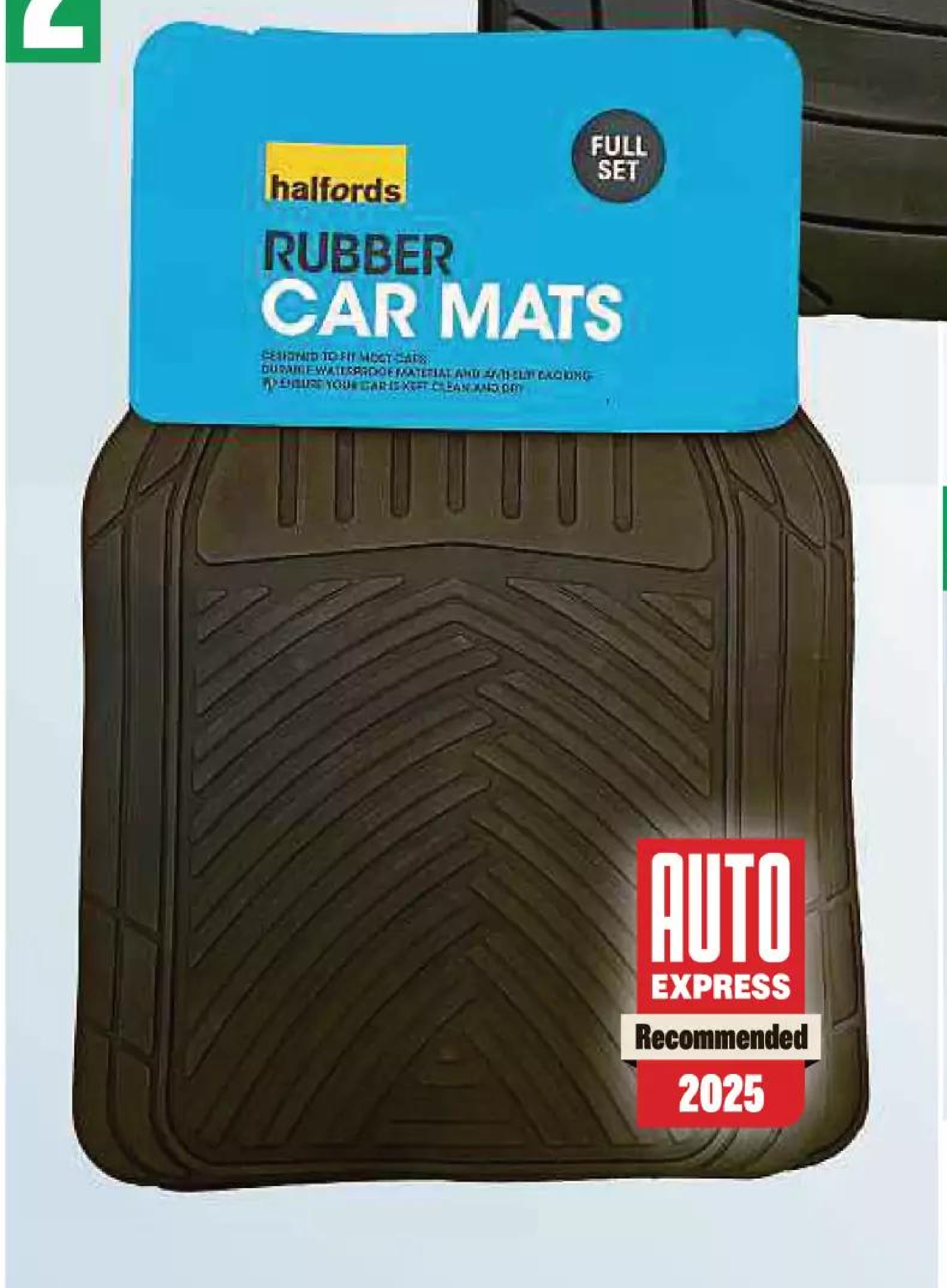
IN each case, we ordered a set of four mats and looked at the overall quality and finish. With fabric ones, we looked at the depth of the pile and thickness of the stitching, while with rubber mats we were more concerned with the thickness and weight of the rubber. We also looked at how easy the mats were to install, and how much each set would cost.

We also then conducted a safety test with each set of mats, which included a 15-minute test drive to check for movement, and shuffled our feet to see if the mat moved.

1


Simply
EXCALIBUR CAR MATS
Luxury set of PVC & Carpet
4 PIECE
ANTI SLIP
UNIVERSAL
AUTO EXPRESS
BEST BUY
2025

2


halfords
FULL SET
RUBBER CAR MATS
DESIGNED TO FIT MOST CARS
DURABLE WATERPROOF MATERIAL AND ANTI-SLIP BACKING
ENSURE YOUR CAR IS KEPT CLEAN AND DRY
AUTO EXPRESS
Recommended
2025

3

4

5

halfords
Universal
Car Mats

6

7

AUTO
EXPRESS
Recommended
2025

8

1. Simply Brands Excalibur Car Mats

Price: £24.88 **Fitting:** Universal
Rating: ★★★★★
Contact: *carsparesltd.com*

QUALITY was very much a key consideration in these tests and the Excalibur mats thoroughly impressed us. They feel very sturdy and have a wipe-clean rubber surface, but also have a carpeted heel pad for extra durability and more control if you have wet shoes. They didn't move around in our driving and foot-shuffling tests, while grooves in the upper surfaces of the mats work as guides, should you need to trim them to fit your car.

2. Halfords Rubber Car Mats

Price: £20 **Fitting:** Universal
Rating: ★★★★½
Contact: *halfords.com*

AT £20, this set of heavy-duty rubber mats is great value. They are weighty and have a textured underside to stop them slipping around in the footwell, while guides on the upper surface make them easy to trim to fit your car. They feel extremely durable and are also nice and easy to keep clean, although the bare rubber top surface isn't as luxurious as some of the plusher carpet mat sets here.

3. DB Bespoke Tailored Mats

Price: £19.99 **Fitting:** Tailored
Rating: ★★★★½
Contact: *amazon.co.uk*

DB BESPOKE offers mats for cars going right back to the early nineties. We bought a set that had to be made to order, to test their customer service, and we received them within 72 hours. The mats come with a fitting kit so you can pin them in place in the driver's footwell, preventing any undue movement. The carpet fabric feels a little lightweight, but the mats look great and fit perfectly.

4. Carsio Tailored Rubber Car Mats

Price: £14.99-£20.99 **Fitting:** Tailored
Rating: ★★★★☆
Contact: *carsiocarmats.co.uk*

CARSIO says it can produce tailored rubber mats for most makes and models of car, so we put them to the test by ordering a set for a 30-year-old Alfa Romeo. They came up trumps, but it did take almost two weeks for the mats to arrive. Made from a flexible rubber, the mats drop into the footwell. There are also retaining pins if you wish to use them. They passed our safety tests with flying colours, with no movement.

5. Halfords Universal Car Mats

Price: £15.49 **Fitting:** Universal
Rating: ★★★½☆
Contact: *halfords.com*

THIS set of universal carpet mats from Halfords is available with a range of stitching options – as well as black, you can have red, white, blue, green or even pink. The mats feel fairly well made and are a simple, drop-in universal design, but we did find they moved around quite a bit in our foot-shuffling test, so would need to be adjusted regularly. But the quality felt the best of the carpeted mats on test.

6. Carmats.co.uk Universal Car Mats

Price: £19.99 **Fitting:** Universal
Rating: ★★★☆☆
Contact: *carmats.co.uk*

THIS universal set of mats from carmats.co.uk looks smart and arrives in compact packaging. You need to unfurl them and let them flatten out before installing, though. We found this universal set wasn't ideal, because the fabric mats are light and prone to moving around the footwell quite a bit once in-situ. The company also does tailored mats, and we expect these would be a better option.

7. Temu Universal Rubber Car Mats

Price: £12.99 **Fitting:** Universal
Rating: ★★★☆☆
Contact: *temu.com*

THERE is a wide range of car mats on Temu, with some rather outlandish designs. We opted for one of the most sensible sets – a four-piece rubber kit that can be trimmed to fit. If you just want a set of budget mats, they'll do the job, but we found the rubber finish was quite hard and that the rubber had a very strong smell, which will hopefully dissipate with time. The mats feel sturdy though and don't move around in use.

8. RAC Heavy Duty Car Mats

Price: £12 **Fitting:** Universal
Rating: ★★☆☆☆
Contact: *bmstores.co.uk*

RETAIL-PARK chain B&M has a range of RAC-branded car accessories and tools, and some of them have impressed us in the past. But not this set of car mats. Not only does the quality feel cheap, with the heel pad in particular feeling thin, but when tested in use, they also moved around in the footwell to the extent that when we got to the end of our drive, they'd turned through almost 90 degrees.

Verdict

1. **Simply Brands Excalibur Mats**
2. **Halfords Rubber Car Mats**
3. **DB Bespoke Tailored Mats**

IF you want a high-quality, no-nonsense set of car mats, then the Simply Brands Excalibur ones are hard to beat – they feel well made and are heavy, which means they stay in place. The Halfords rubber mats are also good, but lack the carpeted heel pad and weightiness of the Simply set.

The DB mats were our favourite tailored option. They're smart, look good, and fitted the footwell of our test vehicle perfectly.

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2

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3

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We'll get your car in front of our trusted network of dealers – readyto offer you their best price.

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AUTO EXPRESS

66 DRIVER POWER
FORD FIESTA
Verdict on former top-seller

68 BUYER'S GUIDE
MINI CABRIO
Soft-top fun in the spotlight

72 3-CAR GARAGE
£46K C-CLASS
Or CLS, ST and Zoe instead?

BUYING CARS

"IF A SELLER IS PILING ON THE PRESSURE, HOLD YOUR GROUND AND SAY NO, OR WALK AWAY. THEIR TARGETS ARE NOT YOUR PROBLEM"

READY TO BUY A NEW CAR? PREPARE TO BE RUTHLESS

SHANE WILKINSON

Our senior content editor explains why you mustn't be afraid to say no to a salesperson when buying your next new or used car

ALONG with my official duties as a member of the Auto Express team, I'm also the unofficial go-to car guru for family, friends, friends of friends, acquaintances, passers-by, and pretty much everyone else who has a remote idea of what I do for a living. I'm always happy to help, but a recent encounter has left me feeling a little perturbed.

In the same week, I was approached by my partner's best friend and one of my old university lecturers – two people I was more than willing to assist with car buying (especially when they admitted that their know-how was somewhat limited).

One had sadly seen their beloved Vauxhall Corsa written off due to a distracted lorry driver (thankfully nobody was injured), while the other needed a replacement for their trusty but ageing Citroen Xsara Picasso. After a bit of discussion, as well as a few test drives, they respectively decided on a Vauxhall Crossland and a Volvo XC40. So far so good.

However, once it was time to talk money, a dealer sensed one of my knowledge gaps as a car-buying apprentice and used it as an opportunity to pile on the pressure. When I received a panicked phone call regarding the Crossland, I was troubled to hear: "I need to put the deposit down today because the salesperson has to meet a target".

My advice to the Crossland buyer at that moment is the same advice I'm going to give you right now: if a seller is piling on too much pressure, hold your ground and say no, or simply walk away. Either way, their targets are simply not your problem.

Maybe I sound a bit harsh, but please hear me out. Salespeople and dealerships have targets to meet, and this concept isn't an issue, nor would I ever dream of preventing someone from achieving some kind of bonus to help pay the bills.

However, what I can't tolerate is guilt-tripping and ultimately piling unacceptable levels of pressure on a buyer – especially one who's anxious about handing over thousands of pounds.

Whether it's a deposit you're not certain about, a finance contract that's unsuitable, or anything else you don't wish to fork out on, never be afraid to say no to a salesperson, no matter how insistent they might be.

The good news is that my Crossland buyer walked away and ended up with a better example at a different dealership.

In the majority of cases, your buying experience will be stress-free, and the salesperson will be professional and polite. However, if for any reason you feel uncomfortable, please don't be afraid to say no or even walk away. It's your money and your decision. Of course, for the smoothest buying experience you can always use our Auto Express Find a Car service.

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

RIDE AND HANDLING

YOU SAID "I love its precise steering and agile handling. It feels planted on winding roads, and offers a really engaging driving experience."

MPG AND RUNNING COSTS

YOU SAID "It uses hardly any petrol at all. I fill up once each week, and I cover a lot of miles on urban and major A-roads before I have to refuel."

> **"The boot is fine for a few bags of groceries, but it's not spacious if you need to carry larger items. I wish it could accommodate more."**

INFOTAINMENT AND ELECTRICS

YOU SAID "My iPhone wasn't modern enough to run the Ford app, and it isn't very intuitive to use the touchscreen without the app. But once I'd worked things out, the nav works well and there's a good balance between physical controls and the touchscreen."

PRACTICALITY AND SPACE

YOU SAID "I don't really like the amount of space inside my Fiesta – there is a shortage of storage available; a few more cubbyholes would be welcome."

> “I love how sporty my Fiesta ST feels. The handling is so responsive, and although it’s small, it packs a punch and is fabulously agile.”

POSITION 48th

Ford Fiesta Mk8

Richard Dredge

THE last Fiesta was made in 2023, but well into 2024 there were still lots of them available through Ford dealerships. While notching up a 48th place in our top 50 might not seem very impressive, for a car that was introduced in 2016 it’s pretty good going.

Having said this, the Fiesta doesn’t score well in any specific areas. It manages just one top-20 score, with a 19th place for the balance between physical switches and controls via the touchscreen. Value for money is 21st, reliability 24th and overall quality 39th. The only other category in the top 30 is the steering responsiveness, which comes 27th.

After this the Fiesta manages an array of rather underwhelming scores, such as 48th for smartphone connectivity, 46th for the sat-nav and 43rd for the heating and ventilation. More disappointing for a small car is a 43rd place for servicing costs, while fuel economy ranks 35th and other running costs, such as insurance, are rated 37th.

As a supermini it’s perhaps no surprise that rear-seat legroom (47th) and boot capacity (49th) aren’t highly ranked, while the availability of interior storage spaces comes a miserable 50th.

There are several other categories in which the Fiesta languishes near the bottom of the table, including front-seat comfort, interior and exterior styling, plus the quality of the interior as well as the exterior finish. Faring a bit better is the number of safety features fitted, which ranks 42nd, while the audio systems manage a 32nd place.

INTERIOR AND COMFORT

YOU SAID “I love my car’s comfy seating, its boot capacity, and clever storage spaces, which make my drive convenient and enjoyable. I had to rent a Vauxhall Corsa for a long journey in Europe, and it really hammered home just how comfortable my Fiesta is!”

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinions and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars. Make sure your voice is heard.

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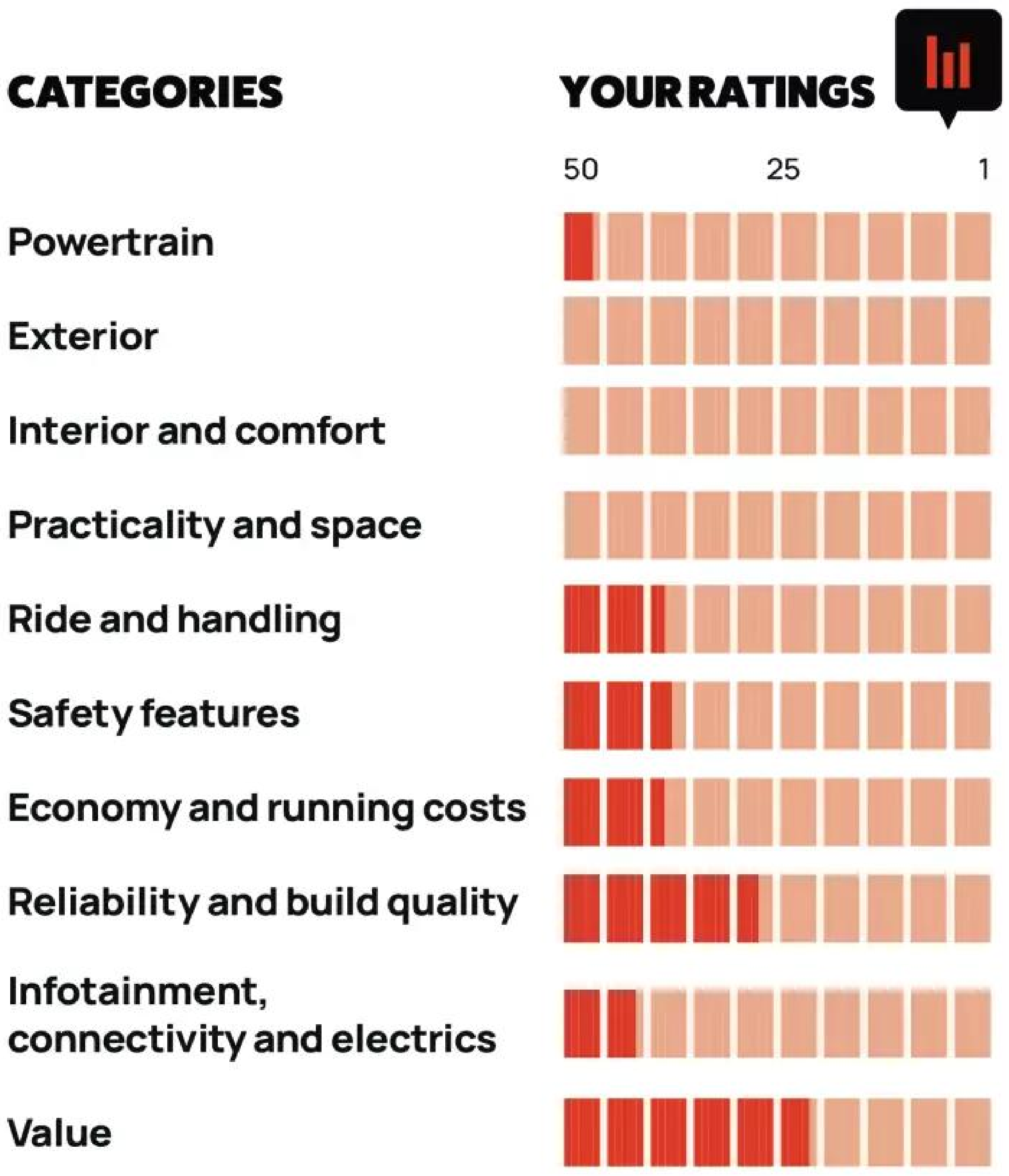
Tell us about your car and you could be in with a chance of winning £100 Amazon voucher

OVERALL SCORE 82.46%

USED PRICES FROM: £4,000 **YEARS:** 2016 to 2023
CO2: 106-113g/km **FUEL ECONOMY:** 46-49mpg (1.0T 125)
BEST OPTIONS: Spare wheel, opening glass roof, LED headlights, rear-view camera, driver-assistance pack



DATA BY CATEGORY
Bars illustrate 50-1 rankings per category. The longer the bar the better the car’s ranking

YOUR VIEW

Readers’ comments reflecting how they feel about their car

> “My Fiesta has everything I need, even though it’s only a small family car. But I wish the fuel economy was better; I average 45mpg.”

> “Legroom in the back is practically non-existent. Adults can’t sit comfortably in the back for more than a short trip.”

> “It’s a very smooth, efficient and fast car, which is perfect for long distances. My Fiesta is easy to drive and get repaired.”

WANT ONE?

Scan the QR code to view used Ford Fiestas that are on sale right now on the Auto Express marketplace

USED BUYER'S GUID

FROM £7,500 Any MINI is a stylish and fashionable car, but when the sun

Richard Dredge

LOOKING for some cheap fun this summer? If you're in the market for an open-topped car that's affordable to buy and run, fun to drive, and stylish into the bargain, the MINI Convertible Mk3 might be the ideal candidate, as long as practicality isn't a priority.

The original BMW MINI Convertible went on sale in 2004, three years after the rebirth of the MINI brand with the hatchback. Five years later, the second-generation MINI Convertible was launched, with the third take on the formula arriving seven years after that. While the technology has improved along the way, what hasn't changed is the open-topped MINI's affordability, or its desirability, for a whole raft of reasons.

HISTORY

THE MINI Mk3 hatch went on sale in 2014 and the convertible arrived two years later, in spring 2016.

From the outset, there was a choice of 134bhp Cooper, 189bhp Cooper S and 228bhp John Cooper Works editions, while diesel fans could choose the 114bhp Cooper D. A 207bhp Cooper S Works joined the range in October 2017, then in March 2018 a facelifted MINI appeared, with new lights front and rear, improved infotainment, plus more interior and exterior colours and finishes.

By October 2018, each derivative was offered with three trim levels – Classic, Sport and Exclusive – and there was a longer list of options than ever. Further upgrades in spring 2021 brought a bigger touchscreen (now 8.8 inches) and digital instrumentation, plus new exterior colours and wheel designs.

WHICH SHOULD I BUY?

THE Cooper and Cooper D came with a 1.5-litre three-cylinder engine, while the Cooper S and John Cooper Works editions had a 2.0-litre four-cylinder unit. None of these engines is lacking in terms of smoothness, and all of them are at least reasonably plentiful, apart from the rare Cooper D and Cooper S Works. If you're tempted by a Cooper D, its Euro 6 engine means it's exempt from clean air zone charges. Equipment levels changed a lot over time, and at the outset entry-level cars were pretty spartan, although some models have more options fitted than others.

Unlike its predecessor, the Mk3 Convertible brought an electric roof as standard, but air-con still wasn't standard on the Cooper and Cooper D. Front and rear parking sensors and a rear-view camera were fitted across the range, though, along with a DAB radio. Lots of buyers splashed out on an option pack or two, the cheapest of which was the Pepper Pack, which added automatic headlights and wipers, dual-zone climate control, 16-inch alloys, floor

✓CHECKLIST

AUTOMATIC CHOICE

A six-speed manual gearbox was standard across the range. At first a six-speed auto was optional, but the 2018 facelift brought the option of a seven-speed dual-clutch transmission.

TYRED OUT

Regular tyres and no spare wheel were standard, but run-flat tyres could be added at extra cost, as could a space-saver wheel. We'd opt for regular tyres for a comfier ride, and find a car with the spare.

SHE'S ELECTRIC

In April 2023 an electric MINI Convertible was introduced. Just 999 were made, 150 for the UK, at £52,500 apiece. All had the same spec and just black and silver finishes were offered. They rarely come up for sale.

COMMON FAULTS

Roofs are generally reliable, but the hydraulics can leak; this is also true of the clutch. Electronic glitches are the most likely issue, but gear linkages can also go out of adjustment.

ELECTRIC ROOF
Retracting the soft-top is simplicity itself – it's operated from a switch on the centre console and folds down in a matter of seconds

BUY THROUGH AUTO EXPRESS!
Scan the code to view used MINI Convertibles for sale now

E MINI Convertible Mk3

comes out, the soft-top model is difficult to resist. Here's how you can buy the best example

LIGHT FANTASTIC
Union Jack tail lamp signature was introduced in 2016 on upper-range models, along with LED daytime running lights (left)

mats and a few other bits. All of these were included in the Chili Pack, which also introduced LED headlights, a multi-function steering wheel, sport seats and 17-inch wheels.

PRICES

THERE are hundreds of MINI Convertibles for sale across the UK, so you shouldn't have to search too hard to find the example of your dreams. The least you'll get away with spending is about £7,500, which should get you an early Cooper with 80,000 miles on the clock.

Buy a very late (73 or 24-plate) John Cooper Works with less than 5,000 miles on the odometer, and you can find yourself paying as much as £30,000 for it. If that's too much, a 60,000-mile MINI JCW Convertible on a 17-plate can be bought for as little as £13,000; the same sum bags a 45,000-mile Cooper S from late 2018, which should hold its value pretty well for a while yet.

ONLINE VALUATION TOOL
Head over to our valuation tool to check prices on a specific model.

RUNNING COSTS

THE MINI Convertible has condition-based servicing, which allows up to two years and 18,000 miles between services; there's no set schedule for when key parts are replaced. An oil and filter change for a MINI Cooper costs £329; for a Cooper S it's £349. Change the air filter and spark plugs and this pushes the price to £528 or £592. Fresh brake fluid every two years costs £123, but all MINI engines are chain-driven so there's no cambelt to replace.

Buy a car registered before 1 April 2017 and the VED is based on CO2 emissions. Diesels cost £20 per year, the Cooper costs £35, the Cooper S is £195, and the JCW is £265 (£195 in auto form). Later cars are all the standard passenger car VED rate of £195 per year, while insurance ranges from group 16 (Cooper D) to 33 (JCW); the Cooper is in groups 19-22.

RECALLS

THE MINI Convertible Mk3 has been the subject of four recalls, split evenly between petrol/diesel models and the EV. The first came in March 2022, because 1,441 cars made in February and March 2022 had faulty seatbelt mechanisms.

In July and September 2024, two recalls were issued, both for the electric MINI Convertible. The first was because water could find its way into the battery pack, necessitating the fitment of new seals, while the second was because of software glitches, requiring a system update.

The most recent recall was issued in September 2024, for the MINI Cooper Convertible specifically. Some cars made between July and November 2023 had faulty brake software, which had to be updated before the car could be driven.

PRACTICALITY

MINI Convertible is strictly a four-seater and both its rear legroom and luggage capacity are relatively limited – as you'd expect from a compact cabriolet

ALTERNATIVES

THE Volkswagen Beetle Convertible has distinctive looks and an upmarket interior, but it's short of practicality, especially in terms of boot and rear-seat space.

This is also true of the DS3 Cabriolet, while the Fiat 500C is even less practical than the MINI and nothing like as premium, although it looks neat and has low running costs. But like the DS, the Fiat isn't a true convertible.

The VW Golf Convertible is, but this was being phased out as the MINI was being introduced. Good to drive, the Golf is well made, but has cramped rear seats and a small boot. We'd also put the Audi A3 Cabriolet on the shortlist; it's practical and has a superb cabin.

ON THE ROAD

WHEN removing the roof, MINI did a superb job of retaining bodyshell stiffness, and the result is a car that handles pretty much as well as the hatchback. That's quite something, because the engaging driving experience has always been one of the high points of MINI ownership.

The ride is on the firm side though, and the big wheels of the JCW editions can make things uncomfortable, as can the optional 17-inch wheels on lesser models.

Even the entry-level Cooper edition is nippy, refinement is good and the six-speed manual gearbox is excellent, while the dual-clutch automatic transmission is slick.

YF18 BZC
COOPER

CABIN LAYOUT
Like all MINIs, the Convertible has an intuitive and sporty layout, with traditional toggle switches and a chunky three-spoke wheel

MEDIA
COM
MENU
MAP
NAV
BACK
OPTION

INTERIOR

THE dash design evolved over the Convertible's lifetime, but all iterations work well and the choice of materials is generally very good. The front seats are supportive with plenty of adjustment, but rear-seat and boot space is in short supply. With the roof up, the boot can stow 215 litres, but with it down, this drops to just 160 litres.

DRIVER POWER

THE MINI Convertible has never appeared in our Driver Power surveys, but the Mk3 hatchback has, most years. It peaked in fifth in 2024, but this year it dropped to 30th, which is still a good result for an obsolete model. A first spot for performance and second for engine sound are impressive, while eighth for reliability, fifth for front-seat comfort and ninth for the brakes are also good. But owners don't rate the MINI's fuel economy, or (predictably) its lack of practicality.

VERDICT ★★★★½

BRITS used to buy lots of convertibles, but sales have been dwindling for years, which is why there are far fewer models to choose from on the new-car market. But thankfully MINI has stuck with it, and the fact that the soft-top MINI was our Convertible of the Year six times in a row between 2018 and 2023, and also Carbuyer's Best Convertible from 2018 until 2024, tells you all you need to know about this drop-top's all-round desirability. Of course, it's compromised by its very nature, but when it comes to the amount of fun on offer per pound, there isn't much that can touch the MINI Convertible, which in its third-generation form is more desirable than ever.

MERCEDES CLS £25,000

1

IF you're looking for a Mercedes to ferry you up and down the country in stylish comfort, forget the C-Class – this far more striking CLS is what you want. At £25,000, it takes up a decent chunk of our budget, but as with the two models that preceded it, this third-generation CLS is a real looker. The 3.0-litre V6 diesel engine offers a smooth power delivery, which will see it accelerate from 0-62mph in 5.7 seconds. But it's cruising on the motorway where it performs best, both in terms of comfort and economy. With just over 61,000 miles on the clock, this 2018 model has plenty of life ahead of it.

Scan the QR code to see the latest Mercedes CLS models on sale through Auto Express's network of trusted dealers

"It's cruising on the motorway where the CLS performs best, both in terms of comfort and fuel economy"

3 CAR GARAGE

Mercedes CLS, Ford Focus ST and Renault Zoe for £46,000

By Alastair Crooks

WE like the Mercedes C-Class here at Auto Express, thanks to its impressive on-board technology, stunning cabin design and solid range of engines – but even in its most basic C 200 form it costs £46,175. With this budget in mind, we studied the Auto Express classifieds to see what three cars we could get as an alternative.

A brand-new Mercedes C-Class will set you back a minimum of £46,175, or you could have this three-car garage for less...

FORD FOCUS ST £13,190

2

WITH the Focus nearing the end of its life, you can't get a new ST anymore. That's a real shame, because as with the Fiesta ST that bit the dust a few years ago, the Focus ST was one of the very best hot hatches you could buy. The third-generation car may have had its thunder stolen a little by the rambunctious RS model (like any other Focus ST), but with a 2.0-litre turbocharged engine sending 250bhp through the front wheels and a typically engaging Ford chassis, it was a real hoot. The one we found, from 2015, has only done 45,000 miles and given that production of the current version is ending, now could be the perfect time to buy.

Scan the QR code to make your way to the Auto Express used car service and find your perfect Focus ST hot hatch

"The Focus ST was one of the best hot hatches you could buy, with a typically engaging Ford chassis"

RENAULT ZOE £7,882

3

THE two cars featured above offer very different things, but neither can provide nippiness and fuel economy for those trips into town. The Renault Zoe does 'urban' convincingly, however, thanks to its zippy 94bhp electric motor and nimble supermini handling. This version, with its 50kWh battery, also has a 238-mile range (almost as much as the new Renault 5) and comes with a surprisingly large 338-litre boot. It's a handy companion for the other cars here.

Check out the range of Renault Zoes for sale in the Auto Express used car hub by scanning the QR code

"The Renault Zoe does 'urban' convincingly, with its 94bhp electric motor and nimble supermini handling"

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into one of 13 bands as follows:

0g/km: £10 **1-50g/km:** £110 **51-75g/km:** £130 **76-90g/km:** £270 **91-100g/km:** £350 **101-110g/km:** £390 **111-130g/km:** £440 **131-150g/km:** £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190 **191-225g/km:** £3,300 **226-255g/km:** £4,680 **255g/km and above:** £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional charge that increases the annual rate to £620. After five years, these models revert to the lower rates.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles and expire after six years.

PICK-UP TRUCKS: The models listed here pay a flat rate of road tax, at £355 per year.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£29975
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33975

500C: add £3000

695 - 3657x1627mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 T-Jet (180) 75th Anniversario	39.2	6.7	162	35	£32195

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39875

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£42325
2.0T (280) auto Veloce	38.2	5.7	167	34	£47325
2.0T (280) auto Tributo	38.2	5.7	167	34	£50925
2.9 V6TT (520) auto Quadrifoglio	27.7	3.9	231	46	£86885

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Ibrida	58.9	8.9	109	N/A	£28100
54kWh (156) auto Junior	247	9.0	0	23	£33895
54kWh (156) auto Speciale	254	9.0	0	23	£35695
54kWh (280) auto Veloce	200	6.0	0	34	£42295

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£37405
1.5T Hybrid (160) auto Veloce	48.7	8.8	130	29	£42405
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44585
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49585

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	191	30	£50400
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£55400
2.0T (280) auto AWD Tributo	32.1	5.7	199	30	£59000
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£95890
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£47030
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£52030
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£55630

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£69350
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£70250

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	27	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	29	£36000
52kWh (220) auto A290 GTS	226	6.4	0	29	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£55160
1.8T (300) auto A110 GT	41.5	4.2	154	44	£66170
1.8T (300) auto A110 S	40.9	4.2	156	46	£68170
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£92710

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£205000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£191000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£204500

Vanquish - 4850x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (835) auto Vanquish	20.7	3.3	312	50	£334000
5.2 V12TT (835) at Vanquish Volante	N/A	3.4	N/A	50	£361000

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£24030
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25980
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£25070
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£27020
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24765
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26715
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25805
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27755
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28780

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£29725
1.5 (116) 30 TFSI S line	48.7	9.7	133	18	£32105
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£31275
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£33555
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30780
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£33160
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32285
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34565
1.5 (204) 40 TFSI e auto Sport	941.6	7.4	7	25	£39290
1.5 (204) 40 TFSI e auto S line	706.2	7.4	9	26	£41570
2.0 TFSI (333) quat at S3 Black Ed	33.6	4.7	191	33	£48055
2.5 TFSI (400) quattro auto RS 3	30.4	3.8	211	36	£61190
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£34185
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36565

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£30300
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£32580
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31850
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£34130
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31300
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33580
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32850
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£35130
2.0 TFSI (333) quat at S3 Black Ed	35.3	4.7	183	33	£48065
2.5 TFSI (400) quattro auto RS 3	31.0	3.8	207	36	£62190
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	24	£34750
2.0 (150) 35 TDI auto S line	56.5	8.1	131	24	£37030

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	23	£42660
2.0 TFSI (150) auto S line	41.5	9.8	154	24	£44810
2.0 TFSI (204) auto Sport	42.2	7.8	155	30	£45000
2.0 TFSI (204) auto S line	41.5	7.8	155	31	£47150
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	42	£68730
2.0 TDI (204) auto Sport	58.9	7.7	127	32	£47200
2.0 TDI (204) auto S line	58.9	7.7	127	32	£49350
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	34	£48775
2.0 TDI (204) quattro auto S line	55.4	6.9	133	34	£50925

Edition 1: add £5000 to S line

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	24	£44560
2.0 TFSI (150) auto S line	40.9	9.8	157	24	£46710
2.0 TFSI (204) auto Sport	41.5	7.8	157	30	£46900
2.0 TFSI (204) auto S line	40.9	7.8	159	31	£49050
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	43	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	32	£49100
2.0 TDI (204) auto S line	57.6	7.7	130	32	£51350
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	34	£50675
2.0 TDI (204) quattro auto S line	55.4	6.9	135	34	£52825

Edition 1: add £5000 to S line

A6 - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£60010
3.0 V6 TDI (344) quat at S6 Black	40.4	5.0	184	44	£74620

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition

A6 Avant - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286	50	£120165
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	189	44	£76990

Vorsprung: add £14400 to S6 Black Edition **Carbon Black:** add £8950 to RS 6 **Carbon Vorsprung:** add £17400 to RS 6

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	384	6.0	0	43	£62530
83kWh (326) auto S line	383	6.0	0	43	£66030
100kWh (380) auto Sport perf	464	5.4	0	44	£69930
100kWh (380) auto S line perf	463	5.4	0	44	£73430
100kWh (462) quattro auto Sport	440	4.5	0	48	£75030
100kWh (462) quattro auto S line	439	4.5	0	50	£78530
100kWh (551) quattro at S6 Edition 1	407	3.9	0	50	£97530

Edition 1: add £5000 to S line

A6 Avant e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	364	6.0	0	43	£64330
83kWh (326) auto S line	362	6.0	0	43	£67830
100kWh (380) auto Sport perf	437	5.4	0	44	£71730
100kWh (380) auto S line perf	436	5.4	0	44	£75230
100kWh (462) quattro auto Sport	418	4.5	0	48	£76830
100kWh (462) quattro auto S line	415	4.5	0	50	£80330
100kWh (551) quattro at S6 Edition 1	391	3.9	0	50	£99330

Edition 1: add £5000 to S line

A7 Sportback - 4969x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	177	40	£61280
2.0 (204) 40 TDI quat auto Sport	48.7	7.0	152	40	£59020

S line: add £2300 to Sport
Black Edition: add £2800 to S line

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (680) quattro auto S	375	3.4	0	50	£107770
105kWh (857) quattro auto RS	368	2.8	0	50	£126370
105kWh (857) quat at RS Carbon Bl	369	2.8	0	50	£138870
105kWh (925) quat at RS perf	365	2.5	0	50	£142870
105kWh (925) quat at RS perf Carbon	365	2.5	0	50	£155370

Vorsprung: add £22900 to S,
add £11000 to RS Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at Sport	31.0	5.6	206	29	£86645
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£94430
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£98430
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£116485
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£83910
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£87910

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (116) 30 TFSI Sport	49.6	10.5	131	14	£29765
1.0 (116) 30 TFSI S line	47.9	10.5	134	14	£32215
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£31575
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£34025
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£33125
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£35575
2.0 TFSI (300) quat at SQ2 Black Ed	34.4	4.9	186	37	£46820

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	43.5	9.5	148	24	£34480
1.5 (150) 35 TFSI S line	43.5	9.5	148	24	£37240
1.5 (150) 35 TFSI auto Sport	43.5	9.4	148	24	£36060
1.5 (150) 35 TFSI auto S line	43.5	9.4	148	24	£38820
2.0 (190) 40 TFSI quattro at S line	34.9	7.3	184	31	£41745
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	196	35	£44200
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	31	£44550
2.0 (150) 35 TDI auto Sport	52.3	9.3	142	25	£37660
2.0 (150) 35 TDI auto S line	52.3	9.3	142	25	£40420
2.0 (200) 40 TDI quattro at S line	42.8	7.3	174	25	£42845

Black Edition: add £2050 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36040
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£38390
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£37620
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£39970
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£42895
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£45350
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	32	£45700
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£38810
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£43995

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	215	9.0	0	N/A	£48475
82kWh (286) 45 e-tron auto Sport	342	6.7	0	36	£51270
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52700
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57650

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	221	9.0	0	N/A	£49525
82kWh (286) 45 e-tron auto Sport	351	6.7	0	36	£52770
82kWh (286) 45 e-tron qt at Sport	327	6.6	0	37	£54200
82kWh (340) 55 e-tron qt at Sport	327	5.4	0	39	£59150

S line: add £2550
Black Edition: add £4800

Q5 - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q5 Sportback - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£239000

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£172600
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£195000
4.0 V8TT (550) auto	23.5	4.5	294	50	£172600
4.0 V8TT (550) auto S	21.7	4.5	294	50	£201500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (680) auto GT	N/A	3.7	N/A	50	£202400
4.0 V8 Hybrid (782) at GT Conv	N/A	3.9	N/A	50	£222600
4.0 V8 Hybrid (782) auto GT Speed	217.3	3.2	29	50	£251000
4.0 V8 Hybrid (782) at GT Spd Conv	201.8	3.4	31	50	£272100

BMW

Dealers: 192 **Warranty:** 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) a 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

3 Series Touring - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) a 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£45050
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£46300
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDriv35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDriv40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101765
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115735
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£36840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 230e xDr M Sp	353.1	5.5	19	33	£46680

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100.6kWh (408) at xDrive45 Sport	374	5.1	0	47	£75315
100.6kWh (408) at xDrive45 M Sport	367	5.1	0	47	£78315
111.5kWh (544) at xDrive60 M Sport	426	4.6	0	50	£93115
111.5kWh (659) auto xDrive M70	365	3.8	0	50	£114215

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£92160
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£116910
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£93245

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	33	50	£110840
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150380
4.4 V8TT PHEV (748) auto Label	166.2	3.8	44	50	£174440

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£38980
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£43315
3.0TT (374) auto M240i xDrive	34.4	4.3	185	37	£49970
3.0TT (480) M2	28.0	4.2	229	42	£70630
3.0TT (480) auto M2	29.1	4.0	221	42	£68705

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£45195
3.0TT (374) auto M440i xDrive	36.2	4.5	177	40	£62880
3.0TT (530) auto M4 Comp xDrive	28.0	3.5	228	44	£91650
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£122685

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	155	33	£52690
3.0TT (374) auto M440i xDrive	34.4	4.9	184	43	£69555
3.0TT (530) auto M4 Comp xDrive	27.4	3.7	232	46	£95655

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	191	45	£87030
4.4 V8TT (530) auto M850i xDrive	26.6	3.9	242	50	£120135
4.4 V8TT (625) at M8 Competition	25.0	3.2	259	50	£145450

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	32.8	5.5	195	48	£94030
4.4 V8TT (530) auto M850i xDrive	26.2	4.1	247	50	£127315
4.4 V8TT (625) at M8 Competition	24.6	3.3	263	50	£152450

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£46510
3.0TT (340) M40i	32.5	4.6	197	38	£65710
3.0TT (340) auto M40i	35.3	4.5	180	38	£59275

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
44.9kWh (95) auto Active	211	N/A	0	23	£26195
44.9kWh (95) auto Boost	193	N/A	0	31	£27195
60.4kWh (204) auto Comfort	265	7.0	0	33	£30195
60.4kWh (204) auto Design	265	7.0	0	33	£31695

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	52.0	10.6	128	N/A	£18305
1.2 Hybrid (110) auto Plus	56.5	9.8	114	N/A	£20115
1.2 Hybrid (110) auto Max	56.5	9.8	114	N/A	£21815
44kWh (113) auto Plus	199	10.4	0	N/A	£22095
44kWh (113) auto Max	198	10.4	0	N/A	£23795

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	50.7	9.4	134	19	£23750
1.2 PureTech (130) auto Max	50.7	9.4	135	19	£25640
1.2 Hybrid (100) auto You!	62.1	10.7	107	16	£22595
1.2 Hybrid (136) auto Plus	62.1	8.0	107	23	£25035
1.2 Hybrid (136) auto Max	62.1	8.0	107	23	£26925
50kWh (136) auto You!	219	10.0	0	21	£27650
50kWh (136) auto Plus	219	10.0	0	22	£28715
54kWh (156) auto Max	257	9.2	0	23	£31505

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	62.1	8.0	106	24	£25035
1.2 Hybrid (136) auto Max	62.1	8.0	107	24	£26925
50kWh (136) auto Plus	222	10.0	0	23	£28715
54kWh (156) auto Max	263	9.3	0	23	£31505

E-Series: add £1160 to e-C4 Max

C5 X - 4805x1865mm
Euro NCAP: N/A **Driver Power:** 8th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	47.3	10.4	139	20	£31355
1.2 PureTech (130) auto Max	47.3	10.4	140	20	£33695
1.2 Hybrid (136) auto Plus	58.8	9.7	116	23	£32615
1.2 Hybrid (136) auto Max	58.8	9.7	116	23	£34995
1.6 PureTech PHEV (225) auto Plus	269.5	7.9	32	31	£39555
1.6 PureTech PHEV (225) auto Max	269.5	7.9	33	31	£41895

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	44.7	11.2	154	12	£23355
1.5 BlueHDi (130) auto Plus M	51.9	11.7	152	15	£27055
1.5 BlueHDi (130) auto Max M	51.9	11.7	153	15	£29570
52kWh (136) auto Plus M	212	9.9	0	20	£31240
52kWh (136) auto Max M	211	9.9	0	21	£33755
52kWh (136) auto Plus XL	206	9.9	0	21	£32140

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	29.8	10.6	208	N/A	£55395
50kWh (136) auto You! M	136	13.1	0	30	£38150
50kWh (136) auto You! XL	134	13.1	0	31	£39050
75kWh (136) auto You! M	214	13.1	0	31	£43550
75kWh (136) auto You! XL	214	13.1	0	32	£44450

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	N/A	£20605
1.2 Hybrid (136) auto Plus	57.4	10.1	121	N/A	£24065
1.2 Hybrid (136) auto Max	57.4	10.1	121	N/A	£26065
44kWh (113) auto Plus	188	12.9	0	N/A	£23095
44kWh (113) auto Max	188	12.9	0	N/A	£25095

Seven seats: add £765 to 1.2

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	53.3	10.2	127	18	£28505
1.2 Hybrid (136) auto Max Edition	53.3	10.2	128	18	£33145
1.6 PureTech PHEV (225) at Max Ed	220.9	8.2	33	28	£37630
1.5 BlueHDi (130) auto Plus	54.1	10.6	144	19	£27780
1.5 BlueHDi (130) auto Max Edition	54.1	10.6	144	19	£32420

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£14715
1.0 TCe (90) Expression	53.3	12.2	119	14	£15715
1.0 TCe (90) Journey	53.3	12.2	119	14	£16715
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£18215
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£14725
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£15725
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£16725

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£16015
1.0 TCe (90) Expression	50.4	12.0	127	10	£17015
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19915
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£16075
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£17075
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1848mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18970
1.0 TCe (110) Expression	48.7	11.2	132	13	£20270
1.0 TCe (110) Extreme	48.7	11.2	132	13	£21120
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£23305
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£24305

Spring - 3701x1583mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£19380
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21820
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£24070
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24830

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

Bigster - 4570x1812mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 TCe (140) Expression	50.0	9.8	122	27	£25215
1.2 TCe (130) Expression 4x4	46.0	11.2	134	26	£27465
1.8 Hybrid (155) auto Expression	58.0	9.7	105	28	£28190

Journey: add £1250 to Expression (not TCe 130) **Extreme:** add £1500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	62.1	9.2	112	21	£32580
1.2 Hybrid (136) auto Pallas 55	62.1	9.2	112	21	£33380
1.2 Hybrid (136) auto Etoile	62.1	9.2	112	21	£34520
54kWh (155) auto E-Tense Pallas	248	9.0	0	29	£39210
54kWh (155) auto E-Tense Etoile	245	9.0	0	31	£41150

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£34630
1.2 Hybrid (136) auto Pallas 55	54.3	10.4	117	20	£35730
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£37430
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£35720
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£38070

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56310
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64910

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) auto Etoile	220.9	8.9	33	35	£52380
1.5 BlueHDi (130) auto Pallas	53.3	10.7	146	27	£40580
1.5 BlueHDi (130) auto Etoile	53.3	10.7	146	28	£44600

No. 8 - 4820x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
74kWh (230) auto Pallas	364	7.7	0	N/A	£50790
74kWh (230) auto Etoile	364	7.7	0	N/A	£54790
97.2kWh (245) at Pallas Long Range	471	7.8	0	N/A	£54690
97.2kWh (245) at Etoile Long Range	471	7.8	0	N/A	£59290
97.2kWh (350) at Etoile AWD Long	431	5.4	0	N/A	£63290

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3632x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
24kWh (95) auto	118	9.5	0	16	£24975
24kWh (95) auto (Red)	118	9.5	0	16	£24975
42kWh (118) auto	202	9.0	0	17	£27975
42kWh (118) auto (Red)	202	9.0	0	17	£27975
42kWh (118) auto La Prima	196	9.0	0	18	£30975
42kWh (118) auto Armani Edition	192	9.0	0	18	£33975

500C: add £6000

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24555
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27555
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25555
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28555
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28730
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29560
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31760
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30580
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31410
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33610
2.3T EcoBoost (280) ST	35.3	5.7	183	27	£38800
2.3T EcoBoost (280) ST Edition	35.3	5.7	183	27	£44000
2.3T EcoBoost (280) auto ST	35.8	5.7	182	27	£40250

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Focus Estate - 4693x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.4	120	13	£29890
1.0T EcoBoost (125) ST-Line	54.3	10.4	124	13	£30720
1.0T EcoBoost (125) Active X	54.3	10.4	125	13	£32920
1.0T EcoBoost (155) auto Titanium	53.3	8.6	121	17	£31740
1.0T EcoBoost (155) auto ST-Line	53.3	8.6	124	17	£32570
1.0T EcoBoost (155) auto Active X	53.3	8.6	127	17	£34770
2.3T EcoBoost (280) ST	35.3	5.8	183	27	£38800
2.3T EcoBoost (280) auto ST	35.8	5.8	182	27	£40250

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£26580
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£27480
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£28380
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£29280
1.0T EcoBoost (155) auto ST-Line X	49.6	8.7	129	17	£31580
1.0T EcoBoost (170) auto ST	47.9	7.4	135	21	£33880
1.0T EcoBoost (170) at ST Handling	47.9	7.4	135	21	£34930
53kWh (168) auto Gen-E Select	233	8.0	0	N/A	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	N/A	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	233	8.7	0	19	£39285
52kWh (170) auto Premium	221	8.7	0	20	£43985
77kWh (286) auto Select	374	6.4	0	28	£45885
77kWh (286) auto Premium	354	6.4	0	29	£49985
79kWh (340) auto Premium AWD	329	5.3	0	32	£53985

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	242	8.7	0	20	£41485
52kWh (170) auto Premium	231	8.7	0	21	£46185
77kWh (286) auto Select	389	6.4	0	29	£48085
77kWh (286) auto Premium	369	6.4	0	30	£52185
79kWh (340) auto Premium AWD	346	5.3	0	33	£56185

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32365
1.5T EcoBoost (150) ST-Line	44.1	9.5	147	17	£37665
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38795
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42645
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£41145
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40665
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£41065

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (268) auto Select	292	6.9	0	33	£50840
91kWh (294) auto Premium	372	7.0	0	37	£59390
91kWh (370) auto AWD Premium	341	5.8	0	40	£65415
91kWh (487) auto AWD GT	320	4.4	0	40	£74550
91kWh (487) auto AWD GT Rally	316	4.4	0	40	£76800

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.3 PHEV (281) auto Double Cab XLT	91.1	N/A	71	N/A	£48929
2.3 PHEV (281) auto DC Wildtrak	94.2	N/A	68	N/A	£55409
2.3 PHEV (281) auto DC Stormtrak	94.2	N/A	68	N/A	£61289
3.0 V6 E'Boost (292) auto DC Raptor	20.5	7.9	315	42	£62489
2.0 EcoBlue (170) Double Cab XL	33.2	10.5	222	39	£38489
2.0 EcoBlue (170) Double Cab XLT	33.2	10.5	221	39	£40109
2.0 EcoBlue (205) auto DC Tremor	27.4	10.5	270	41	£44189
2.0 EcoBlue (205) auto DC Wildtrak	32.1	10.5	230	42	£49949
2.0 EcoBlue (205) at DC Wildtrak X	27.4	10.5	271	42	£52349
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£58889
3.0 V6 E'Blue (240) at DC Wildtrak	28.0	8.7	264	44	£56609
3.0 V6 E'Blue (240) at DC Platinum	28.0	8.7	266	45	£59069
3.0 V6 E'Blue (240) auto DC MS-RT	26.6	8.7	277	45	£62489

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	275	44	£58470
5.0 V8 (446) auto GT Fastback	23.9	4.9	278	45	£60470
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£61970
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£63970
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£70740
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£72740

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

Electrified G80 - 5005x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87.2kWh (370) auto Luxury AWD	323	4.9	0	50	£76535

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54855
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£59315
77.4kWh (490) auto Sport Plus AWD	290	4.0	0	45	£68455

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Luxury AWD	283	4.2	0	N/A	£48955
2.5T (304) auto Premium AWD	283	4.2	0	N/A	£49045
2.5T (304) auto Sport AWD	283	4.2	0	N/A	£51095
2.2 (201) auto Luxury AWD	283	7.9	0	N/A	£52645
2.2 (201) auto Premium AWD	283	7.9	0	N/A	£49545
2.2 (201) auto Sport AWD	283	7.9	0	N/A	£52805

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£28060
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£29280
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£30355
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£30555

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	60.1	7.9	108	28	£35780
2.0 i-MMD (143) auto Sport	56.5	7.9	113	28	£37325
2.0 i-MMD (143) auto Advance	56.5	8.1	114	28	£40680
2.0T (329) Type R	34.4	5.4	189	43	£51905

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£32250
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£34780
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£38030
1.5 i-MMD (107) at Adv Style Plus	52.3	10.7	122	31	£38825

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£40660
68.8kWh (204) auto Advance	256	7.7	0	43	£42890

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£40780
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£42445
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£44330

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£47350
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£50470
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£49930

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16600
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£17250
1.2 MPi (84) Advance	52.3	15.6	123	6	£17400
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£18050
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£19200

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£22100
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24750
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£23350
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£26000

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.6	130	15	£24755
1.5 T-GDi (140) N Line	42.8	9.6	150	15	£27390
1.5 T-GDi (140) auto Advance	50.4	9.7	127	15	£25955
1.5 T-GDi (140) auto N Line	44.8	9.7	143	15	£28590

Premium: add £3050 to Advance
N Line S: add £2020 to N Line

i30 Tourer - 4585x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.8	130	15	£25505
1.5 T-GDi (140) Premium	47.1	9.8	135	14	£28555
1.5 T-GDi (140) auto Advance	47.1	9.9	127	14	£26705
1.5 T-GDi (140) auto Premium	48.7	9.9	132	15	£29755

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	33	£39910
84kWh (228) auto Advance	354	7.5	0	38	£43410
84kWh (228) auto N Line	320	5.3	0	38	£47410
84kWh (325) auto N Line AWD	307	5.3	0	41	£50910
84kWh (650) auto N AWD	278	3.4	0	49	£65010

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47050
77kWh (325) auto Premium AWD	322	5.1	0	41	£50550

Ultimate: add £3500 to Premium

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	N/A	£23805
49kWh (115) auto 01	229	10.6	0	N/A	£25055
49kWh (115) auto 02	223	10.6	0	N/A	£26755
49kWh (115) auto Cross	229	10.6	0	N/A	£29055

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£23125
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£24525
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£24375
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25775

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26735
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£28535
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£27685
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29485
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£29235
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£31035
1.6 Hybrid (129) auto Advance	60.1	12.0	106	20	£30890
1.6 Hybrid (129) auto N Line	60.1	12.0	106	20	£32690
48kWh (156) auto Advance	234	8.8	0	25	£32400
65kWh (218) auto Advance	319	7.8	0	31	£35000
65kWh (218) auto N Line	282	7.8	0	31	£37000

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 13th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£33080
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£35580
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£34260
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36760
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£42080
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£36220
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38820
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42910
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39385
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41885
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43485

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£47890
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£51390
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£53890
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£49945
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£53445
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£55945
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51995
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55245
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57745

Six seats: add £1000 to Calligraphy

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65025
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£71385
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65025
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£71385

Fieldmaster/Trialmaster Editions: add £7500

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66240
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66240

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.6	12.7	220	39	£35436
1.9D (164) DL20 Double Cab	33.6	12.7	220	39	£38196
1.9D (164) DL40 Double Cab	33.6	12.7	220	40	£41916
1.9D (164) V-Cross Double Cab	33.6	12.7	220	40	£43716
1.9D (164) Arctic Trucks AT35 DC	33.6	12.7	220	40	£62916
1.9D (164) auto Utility Double Cab	30.7	13.0	241	40	£37836
1.9D (164) auto DL20 Double Cab	30.7	13.0	241	40	£40596
1.9D (164) auto DL40 Double Cab	30.7	13.0	241	40	£44316
1.9D (164) at V-Cross Double Cab	30.7	13.0	241	40	£46116
1.9D (164) at Arc Trucks AT35 DC	30.7	13.0	241	40	£65916

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	21	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	22	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	31	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£25218
1.2T (100) Altitude	49.6	10.6	127	23	£27218
1.2T (100) Summit	49.6	10.6	129	23	£29219
1.2 E-Hybrid (100) auto Longitude	57.6	10.4	111	22	£26229
1.2 E-Hybrid (100) auto Altitude	57.6	10.4	111	23	£28229
1.2 E-Hybrid (100) auto Summit	57.6	10.4	111	23	£30229
1.2 Hybrid (136) auto Upland 4xe	51.4	9.5	124	27	£31219
1.2 Hybrid (136) auto Overland 4xe	51.4	9.5	124	27	£33219
1.2 Hybrid (136) at North Face 4xe	51.4	9.5	124	28	£35219
54kWh (156) auto e-Longitude	249	9.6	0	24	£29999
54kWh (156) auto e-Altitude	249	9.6	0	24	£31999
54kWh (156) auto e-Summit	249	9.6	0	25	£33999

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto North Star	50.4	10.0	127	17	£32929
1.5T E-Hybrid (130) auto Summit	50.4	10.0	126	17	£33429
1.3T PHEV (240) at North Star 4xe	134.5	7.1	48	26	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) North Star	50.4	10.0	127	26	£36835
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38335
1.3T PHEV (240) auto Summit 4xe	141.2	7.3	47	31	£44765

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£63465
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£65870

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	48	£72414
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85914

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23995
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£25749

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K35	36.9	10.8	175	18	£26995
1.5 GDi-T (163) auto K35	35.5	10.8	182	18	£27995

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£36749
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£39749
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£41749
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£36995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£39295

Actyon - 4740x1910mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K50	33.1	N/A	194	25	£38649

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£42495
2.2D (202) auto K40	32.9	10.7	225	37	£44235
2.2D (202) auto K50	32.6	10.7	227	38	£48710

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) Rebel	34.0	N/A	220	48	£38358
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£41718
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£43194

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	116	4	£16065
1.0 DPi (62) GT-Line	52.3	15.4	121	5	£17215
1.0 DPi (62) 3	55.4	15.4	121	5	£18015
1.0 DPi (62) auto 2	54.3	18.2	119	4	£16765
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17915
1.0 DPi (62) auto 3	54.3	18.2	122	5	£18715
1.2 DPi (77) GT-Line S	51.4	13.1	124	8	£18915
1.2 DPi (77) auto GT-Line S	49.6	16.5	127	5	£19615

Ceed - 4310x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	48.7	9.5	128	13	£23325
1.5 T-GDi (138) GT-Line	48.7	9.5	131	13	£26025
1.5 T-GDi (138) 3	49.6	9.5	131	13	£26525
1.5 T-GDi (138) auto GT-Line	47.9	9.7	134	13	£26980
1.5 T-GDi (138) auto 3	47.9	9.7	134	13	£27480
1.5 T-GDi (138) auto GT-Line S	44.8	9.7	142	15	£31485

Ceed Sportswagon - 4600x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	49.6	9.7	129	13	£24070
1.5 T-GDi (138) 3	47.9	9.7	133	13	£27125
1.5 T-GDi (138) auto 3	47.1	9.9	136	13	£28225

ProCeed - 4605x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) GT-Line	47.9	9.7	133	13	£27125
1.5 T-GDi (138) auto GT-Line	47.9	9.9	134	13	£28080
1.5 T-GDi (138) auto GT-Line S	44.8	9.9	144	14	£32585

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	34	£45585
84kWh (225) auto GT-Line	361	7.7	0	35	£48585
84kWh (320) auto AWD GT-Line	339	5.3	0	40	£52085
84kWh (641) auto AWD GT	279	3.5	0	46	£59985

GT-Line S: add £5100 to GT-Line,
heat pump: add £1000 to GT-Line S

PV5 Passenger - 4695x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.5kWh (120) auto Essential	179	12.8	0	N/A	£32995
51.5kWh (120) auto Plus	179	12.8	0	N/A	£TBC
71.2kWh (160) at Essential L. Range	249	10.7	0	N/A	£35995
71.2kWh (160) auto Plus Long Range	249	10.7	0	N/A	£38295

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21485
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22540
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23990
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22485
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23540
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24990

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24610
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£26085
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26585
1.5 T-GDi (138) auto GT-Line	44.8	8.9	142	17	£27185
1.5 T-GDi (138) auto 3	44.8	8.9	142	17	£27685
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£32185

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30270
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32540
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35290
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35435
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37685
1.6 GDi PHEV (180) auto 4	282.5	9.6	22	24	£40435
65kWh (201) auto EV 2	285	7.8	0	28	£37335
65kWh (201) auto EV 3	285	7.8	0	29	£39585
65kWh (201) auto EV 4	285	7.8	0	29	£42335

Heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£33005
81.4kWh (201) auto Air	372	7.7	0	36	£36005
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39405
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£43005

Heat pump: add £900 to GT-Line S

Sportage - 4515x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 45th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi 48v (157) 2	44.1	9.8	149	19	£30170
1.6 T-GDi 48v (157) GT-Line	44.1	9.8	146	20	£32670
1.6 T-GDi 48v (157) auto GT-Line	44.8	9.8	146	20	£34370
1.6 T-GDi 48v (157) auto GT-Line S	42.2	9.8	147	31	£39570
1.6 T-GDi HEV (212) auto GT-Line	51.4	8.4	129	22	£36215
1.6 T-GDi HEV (212) auto GT Line S	51.4	8.4	132	24	£41470
1.6 T-GDi HEV (212) at GT-Li S AWD	45.6	8.7	146	24	£43070
1.6 T-GDi PHEV (248) at GT-Li AWD	235.4	8.4	25	26	£40685
1.6 T-GDi PHEV (248) at GT-L S AWD	235.4	8.4	25	27	£45885

3: add £1000 to GT-Line

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£43685
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47885
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£52385
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47405
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51605
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£56105
2.2 CRDi (190) auto AWD 2	43.5	9.7	170	30	£42675
2.2 CRDi (190) auto AWD 3	42.8	9.7	173	31	£47290
2.2 CRDi (190) auto AWD 4	42.8	9.7	174	32	£51790

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65035
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73285
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76035
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77035
99.8kWh (502) auto AWD GT	280	4.6	0	50	£82185

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50260
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52880
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£58030
2.0 D165 auto AWD S	42.7	10.2	173	28	£44540
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£48060
2.0 D200 auto AWD S	42.7	8.6	173	32	£45940
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£49460
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£54610

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£96190
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£113250
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£61440
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£68175
3.0 D350 auto AWD S	33.7	6.2	219	41	£59960
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£64940
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£71675
3.0 D350 auto AWD X	33.0	6.2	224	46	£90385

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa	21.4	3.8	298	50	£148045
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£163545
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£100395
2.0T P300e auto AWD S	104.2	7.6	61	41	£69810
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76765
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79580
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86710
2.0T P300e auto AWD X	98.6	7.6	65	46	£95040
3.0 D250 auto AWD S	33.1	8.3	223	38	£62120
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£69470
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£73660
3.0 D350 auto AWD S	33.1	6.4	224	38	£66290
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£75020
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£77835
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£84470
3.0 D350 auto AWD X	32.3	6.4	229	46	£95970

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£89670
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£93175
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£111075
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120980
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£83925
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£87490
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£85060
3.0 D350 auto AWD X	31.8	6.8	233	47	£104390

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£64610
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£70410
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£74775
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£79670

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£44755
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£47330
1.5 P270e auto AWD S	196.0	6.8	33	34	£49110
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53235
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£58385
2.0 D165 auto AWD S	44.0	9.2	168	26	£44380
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47755
2.0 D200 auto AWD S	44.0	7.9	168	29	£45435
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£49560
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£55540

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£69025
3.0T P400 at AWD Autobiography	28.2	5.2	228	47	£77735
2.0T P400e auto AWD S	161.1	5.1	40	43	£65445
2.0T P400e auto AWD Dynamic SE	157.7	5.1	41	44	£69670
2.0T P400e at AWD Autobiography	150.7	5.1	43	44	£75005
2.0 D200 auto AWD S	43.7	7.8	170	36	£55410
2.0 D200 auto AWD Dynamic SE	42.8	7.8	173	36	£60395
2.0 D200 auto AWD Autobiography	41.5	7.8	204	36	£67630
3.0 D300 auto AWD Dynamic SE	38.4	6.1	193	42	£66905
3.0 D300 at AWD Autobiography	37.5	6.1	197	46	£73540

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90310
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93310
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104830
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114160
4.4 V8TT P530 auto AWD Autobiog	24.7	4.3	259	50	£119025
4.4 V8TT P635 auto AWD SV Ed 2	23.6	3.7	272	50	£174545
3.0 D250 auto AWD S	39.4	7.3	188	44	£76350
3.0 D300 auto AWD SE	38.8	6.1	191	47	£85575
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£88575
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£100095
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£104275

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£145145
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£174345
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115915
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121635
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134795
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138665
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161865
3.0 D300 auto AWD SE	38.2	6.3	194	50	£105675
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£111755
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£125355
3.0 D350 auto AWD SE	38.3	5.7	194	50	£108775
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£114855
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£128455

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£147145
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£194175
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137545
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178290
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£120055
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£130455

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43945
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£57495

Premium Plus: add £5150 to Premium

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32845
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34845
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38525
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£40525

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£35245
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£37245
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42945
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44745
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48845
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£44945
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£46745
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£50845
72.8kWh (204) auto 300e Urban	279	7.5	0	38	£40065
72.8kWh (204) auto 300e Prem	279	7.5	0	38	£42145
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44145
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£51145

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44845
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46645
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58895
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45845
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47645
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£55395
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59895
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£50245
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57895
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59895

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£50145
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52445
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£60145
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£58045
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65745

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) at 350h Premium	44.8	7.9	150	42	£63345
2.5 Hybrid (250) auto 350h F Sport	44.8	7.9	150	42	£70345
2.5 Hybrid (250) auto 350h Takumi	44.8	7.9	145	43	£77845
2.4T Hyb (371) auto 500h F Sport	35.3	6.2	182	46	£80695
2.5 PHEV (309) at 450h+ Premium	256.8	6.5	25	44	£65045
2.5 PHEV (309) auto 450h+ F Sport	256.8	6.5	25	44	£71045
2.5 PHEV (309) auto 450h+ Takumi	256.8	6.5	25	45	£77295

Premium Plus: add £6000 to 350h Premium, add £5500 to 450h+ Premium

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24280
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25575
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27475
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29425

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24730
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25830
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£27530
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27875
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£29075
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27675
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29975
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£31575

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£26135
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27735
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£29435
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£29235
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30935
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£29535
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31835
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£36535
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£31135
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£33435
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£38035

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31605
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33605
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£36205

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31330
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34430
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36830
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33750
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36850
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£39250
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£42280
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36630
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£39050
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£41450
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£43880

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£46640
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£49790
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£50740
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£46700
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£49350
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£52500
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£53450

Plus: add £2800 to PHEV, add £2600 to diesel (not Exclusive-Line)

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£49780
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£52930
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£53880
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£52475
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£55625
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£56575

Plus: add £2650 to PHEV, add £3270 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28285
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30285
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£33115
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£35515

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	131	20	£31300
1.3T (136) auto A 180 Sport Exec	47.1	9.2	131	20	£32685
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£34235
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41165
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£47960
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£65395
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£35235

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition

A-Class Saloon - 4558x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) auto A 180 Sport Exec	47.9	9.3	134	20	£33180
1.3T (163) auto A 200 Sport Exec	47.9	8.3	134	23	£34730
1.3T (218) at A 250 e AMG Li Exec	313.9	7.5	71	28	£41760
2.0T (306) at AMG A 35 4MT Exec	33.6	4.8	189	36	£47790
2.0 (150) auto A 200 d Sport Exec	57.7	8.4	128	23	£35830

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £1600 to A 35 Executive

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	136	25	£35965
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£37065

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4731x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
85kWh (272) at 250+ Sport Edition	484	6.7	0	N/A	£45615
85kWh (272) at 250+ AMG Line Ed	482	6.7	0	N/A	£49375
85kWh (272) at 250+ AMG Line Prem	462	6.7	0	N/A	£51770

C-Class - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	43.5	7.3	142	38	£46175
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	153	40	£53495
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51970
2.0T (408) auto AMG C 43 4MATIC	30.7	4.3	209	44	£69960
2.0T (476) at AMG C 63 S e 4MT+	31.4	3.4	205	50	£100935
2.0 (200) auto C 220 d AMG Line	60.1	7.5	119	39	£47575
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	136	41	£54925

C-Class Estate - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.5	147	38	£47925
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	157	40	£55245
2.0T (313) auto C 300 e AMG Line	565.0	6.3	13	45	£57220
2.0T (408) auto AMG C 43 4MATIC	30.4	4.4	209	44	£71710
2.0T (476) at AMG C 63 S e 4MAT+	31.4	3.4	205	50	£102685
2.0 (200) auto C 220 d AMG Line	62.8	7.6	123	39	£49235
2.0 (265) at C 300 d AMG Li Prem	53.3	5.8	139	41	£56675

E-Class - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	43.5	7.5	148	42	£56650
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£65720
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£70845
3.0T (449) at E 53 Hyb 4MATIC+	313.9	3.8	21	50	£92120
2.0 (197) auto E 220 d AMG Line	58.9	7.6	125	42	£58300
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£67720
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	11	50	£72845
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£81095

E-Class Estate - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	41.5	7.8	155	42	£59720
2.0T (313) at E 300 e Urban Edition	470.8	6.5	14	50	£67970
2.0T (313) at E 300 e AMG Line P	470.8	6.5	14	50	£73095
3.0T (449) at E 53 Hyb 4MATIC+	282.5	3.9	23	50	£94370
2.0 (197) auto E 220 d AMG Line	56.5	7.9	131	42	£60650
2.0 (197) auto E 300 de Urban Ed	565.0	6.6	12	49	£69970
2.0 (197) at E 300 de AMG Line Pr	565.0	6.6	13	50	£75095
3.0 (367) at E 450 d AMG Li Pr 4MT	44.8	5.0	164	50	£83345

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69365
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74615
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82615
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105995

AMG GT 4-Door - 5054x1953mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (639) at AMG GT 63 S 4MT	21.4	3.2	298	50	£159300
4.0 V8TT (843) at AMG GT 63 S E Prf	25.2	2.9	254	50	£182450

S-Class - 5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (299) at S 450 e L 4MT AMG Line	403.6	5.9	17	50	£111665
3.0 (449) at S 500 L 4MT AMG Line	32.8	4.7	195	50	£112895
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£119370
3.0 (517) at S 580 e Maybach	313.9	5.1	21	50	£174770
4.0 V8 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£181490
4.0 V8TT (802) auto AMG S 63 E Perf	35.8	3.3	179	50	£193525
6.0 V12 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£226595
3.0 (313) auto S 350 d L AMG Line	44.8	5.6	166	50	£100390
3.0 (367) at S 450 d L 4MT AMG Li	43.5	5.0	171	50	£105785

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) auto 350 AMG Line	409	6.7	0	50	£99845
118kWh (360) at 450+ AMG Line	481	6.2	0	50	£112620
118kWh (360) at 450 4MAT AMG Li	467	5.7	0	50	£115920

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£76320
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£81600
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£91960
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£77330
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£82610
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£88770
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88455

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) at EQV 300 Exec Long	222	12.1	0	44	£92255

GLA-Class - 4412-4436x1834-1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.8	10.0	148	29	£35880
1.3T (163) at 200 Sport Executive	43.5	8.9	148	29	£38065
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	24	40	£45630
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£55570
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£73330
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£39115
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£46990

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49760
67kWh (190) auto 250+ Urban Ed	346	8.6	0	44	£52020
67kWh (228) auto 300 4MT AMG Li	280	7.7	0	46	£53020

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	41.5	9.3	155	28	£40190
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£40420
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£48110

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52810
71kWh (190) auto 250+ Urban Ed	321	8.9	0	N/A	£55070
67kWh (228) auto 300 4MT AMG Li	271	8.0	0	29	£55320

GLC-Class - 4721-4749x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.2	6.2	167	42	£56495
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£59970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£64470
2.0T (443) at AMG GLC 43 4MATIC	27.2	4.5	236	45	£76715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£125185
2.0 (219) at 220 d 4MAT AMG Line	53.3	8.0	140	40	£54450
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£63895
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	12	49	£62220
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	12	49	£66720

GLC-Coupe - 4769-4792x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.7	6.3	167	43	£62220
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£70470
2.0T (443) at AMG GLC 43 4MATIC	27.4	4.5	231	45	£78715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£127185
2.0 (219) at 220 d 4MAT AMG Line	54.3	8.1	138	41	£60175
2.0 (291) at 300 d 4MT AMG L Prm	49.6	6.4	149	44	£68800

GLE-Class - 4926-4934x2015mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (375) at 400 e 4M Urban	94.2	6.1	69	47	£80490
3.0 Hyb (619) auto AMG 53 4MATIC+	67.3	4.7	95	50	£94835
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£96665
4.0 V8TT (612) at AMG 63 S 4MT+	22.4	3.9	287	50	£139350
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£78050
3.0 (389) at 450 d 4MAT Urban Ed	37.7	5.6	196	48	£82160
3.0 (329) at 350 de 4MAT Urban Ed	128.4	6.9	58	48	£78490

Seven seats: standard on GLE 300 d, GLE 450 d, AMG 53 non hybrid
AMG Line: add £5000 to Urban Ed

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	97.4	6.1	65	49	£83490
3.0 Hyb (619) auto AMG 53 4MATIC+	72.4	4.7	88	50	£103880
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£105790
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£148350
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	194	49	£85160
3.0 (389) at 350 de 4MT Urban Ed	134.5	6.9	55	49	£81490

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	378	6.9	0	50	£75505
91kWh (292) at 350 4MAT AMG Li Ed	342	6.6	0	50	£80005
96kWh (408) at 500 AMG Line Ed	365	5.0	0	50	£90570
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£115130

GLS-Class - 5209-5233x1956-2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	26.7	6.1	241	47	£114180
4.0 V8TT (579) at 600 Maybach	20.5	4.9	313	50	£182950

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (579) at 600 May 1st Class	20.5	4.9	315	50	£187250
4.0 V8TT (634) at AMG 63 4MAT+	21.1	4.2	303	50	£158400
3.0 (367) at 450 d 4MAT AMG Line	33.6	6.1	222	50	£110800

Business Class: add £10000 to AMG Line

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	400	6.2	0	50	£129480
118kWh (544) at 580 4MAT AMG Li	400	4.8	0	50	£139480
118kWh (658) at 680 4MAT Maybach	374	4.4	0	50	£200870

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£150875
4.0 V8TT (605) auto AMG G 63	19.1	4.4	338	50	£189375
3.0 (387) auto G 450 d AMG Line	31.4	5.8	235	50	£141065
116kWh (587) at G 580 EQ AMG Line	280	4.7	0	50	£154870

Carbon Edition: add £10000 to AMG G 63 **Manufaktur Edition:** add £16500 to AMG G 63 **Magno Edition:** add £19000 to AMG G 63

CLE-Class Coupe - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.8	7.4	148	35	£47675
2.0T (258) at CLE 300 4MT AMG Li P	40.4	6.2	158	40	£57370
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£61620
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£68325
3.0T (471) at AMG CLE 53 4MATIC+	30.4	4.2	212	44	£75660
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£50075

CLE-Class Cabriolet - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£54495
2.0T (258) at CLE 300 4MT AMG Li P	39.2	6.6	167	44	£61370
3.0T (381) at CLE 450 4MT AMG Li P	35.3	4.7	180	46	£72325
3.0T (449) at AMG CLE 53 4MATIC+	29.4	4.4	218	47	£79660
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£56075

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (434) auto SL 43 Premium	31.4	4.7	206	50	£109910
2.0T (434) at SL 43 Premium Plus	31.4	4.7	215	50	£118910
4.0 V8TT (476) at SL 55 4MT Prem+	21.7	3.9	305	50	£152900
4.0 V8TT (585) at SL 63 4MT Prem+	21.7	3.6	305	50	£177150
4.0 V8TT (816) at SL 63 4MT S E Prf	28.3	2.9	228	50	£196740

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto GT 43 Premium	27.4	4.6	235	50	£105435
4.0 V8TT (476) at GT 55 4MT Prem	20.2	3.9	319	50	£142200
4.0 V8TT (585) at GT 63 4MT Prem	20.2	3.2	319	50	£163500
4.0 V8TT (612) at GT 63 4MT Pro	20.2	3.2	319	50	£179350
4.0 V8TT (816) at GT 63 4MT S E Perf	26.7	2.8	241	50	£186290

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495

MG5 - 4600x1818mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52.5kWh (156) auto SE	214	7.7	0	32	£30995

Trophy: add £2500 to SE

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	22	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	22	£24495

MGS5 EV - 4476x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (170) auto SE	211	8.0	0	29	£28495
64kWh (231) auto SE Long Range	298	6.3	0	34	£30995
64kWh (231) at Trophy Long Range	288	6.3	0	34	£33495

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£25265
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£27465
2.0T (204) auto S Classic	45.6	6.6	140	25	£28265
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£30465
2.0T (231) auto John Cooper Works	43.5	6.1	147	27	£33815
41kWh (184) auto E Classic	190	7.3	0	20	£26905
41kWh (184) auto E Exclusive	190	7.3	0	20	£29105
54kWh (218) auto SE Classic	250	6.7	0	26	£29905
54kWh (218) auto SE Exclusive	250	6.7	0	26	£32105
54kWh (258) at John Cooper Works	250	5.9	0	26	£35455

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	21	£26265
1.5T (156) auto C Exclusive	46.3	8.0	137	22	£28465
2.0T (204) auto S Classic	44.8	6.8	142	24	£29265
2.0T (204) auto S Exclusive	44.8	6.8	142	25	£31465

Sport: add £1300 to Exclusive

Cooper Convertible - 3879x1744mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (163) auto C Classic	43.5	8.2	147	23	£28715
2.0T (163) auto C Exclusive	43.5	8.2	148	23	£30915
2.0T (204) auto S Classic	42.8	6.9	149	27	£31715
2.0T (204) auto S Exclusive	42.8	6.9	149	27	£33915
2.0T (231) auto John Cooper Works	40.9	6.4	156	29	£37535

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£28905
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£31105
49.2kWh (218) auto SE Classic	251	7.1	0	23	£31905
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£34105
49.2kWh (258) at J Cooper Works	242	6.4	0	24	£36905

Sport: add £1300 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29100
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31600
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£35100
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£38420
2.0T (300) at J Cooper Works ALL4	36.2	5.4	177	30	£42750
64.6kWh (204) auto E Classic	286	8.6	0	23	£33005
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£35505
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£39005
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£41505

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 27th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£24045
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£26045
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25545
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27545
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29575

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30615
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£35005
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£31335
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35725
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32935
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37625
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39820
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34860
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39730

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£36225
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£42290
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37770
1.5 e-Power (204) auto N Trek	48.7	8.0	130	26	£43780
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43935
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£40070
1.5 e-Power (213) at N TrekAWD	44.8	7.0	141	30	£45980
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£46135

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39655
63kWh (217) auto Advance	250	7.5	0	30	£43155
87kWh (242) auto Engage	330	7.6	0	34	£44655
87kWh (242) auto Advance	329	7.6	0	34	£48155
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50855
87kWh (435) auto Nismo 4WD	261	5.1	0	41	£56630

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

Omoda 9 - 4775x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T PHEV (449) auto Noble	47.1	4.9	38	45	£44990

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Style	58.2	10.1	114	22	£19995
1.2 PureTech (100) Allure	58.2	10.1	114	21	£24645
1.2 PureTech (100) GT	58.2	10.1	121	21	£26795
1.2 Hybrid (110) auto Allure	65.9	9.8	103	23	£26450
1.2 Hybrid (110) auto GT	65.9	9.8	105	23	£28600
1.2 Hybrid (145) auto GT	65.0	8.1	105	28	£29800
50kWh (136) auto Allure	219	8.1	0	28	£30050
50kWh (136) auto GT	219	8.1	0	31	£32100
51kWh (156) auto Allure	263	8.2	0	28	£30850
51kWh (156) auto GT	261	8.2	0	31	£32900

GT Premium: add £1500 to GT, add £1800 to GT EVs

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	62.6	9.3	110	20	£32925
1.2T Hybrid (145) auto GT	62.6	9.3	111	21	£36050
1.6 PHEV (195) auto Allure	62.6	7.9	18	26	£38220
1.6 PHEV (195) auto GT	62.6	7.9	18	28	£41430
1.5 BlueHDi (130) auto Allure	59.6	10.6	130	19	£33540
1.5 BlueHDi (130) auto GT	59.6	10.6	131	21	£36665
54kWh (156) auto Allure	257	9.8	0	24	£38220
54kWh (156) auto GT	257	9.8	0	25	£39990

308 SW: add £1200

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	58.8	10.2	114	20	£35165
1.2T Hybrid (145) auto GT	58.8	10.2	114	22	£38485
1.6 PHEV (225) auto Allure	313.9	7.5	19	29	£41610
1.6 PHEV (225) auto GT	313.9	7.5	19	31	£44930
58kWh (210) auto Allure	280	7.6	0	33	£42185
58kWh (210) auto GT	280	7.6	0	34	£44995

508 Fastback - 4750x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid (225) auto GT	274.8	7.9	34	36	£46920
1.6 Hybrid (225) auto GT SW	274.8	8.0	37	36	£48120

e-Rifter - 4405-4755x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 BlueHDi (130) auto Allure	54.3	10.8	148	14	£26515
1.5 BlueHDi (130) auto GT	54.3	10.8	148	15	£27005
1.5 BlueHDi (130) auto Allure Long	54.3	11.3	152	14	£29310
1.5 BlueHDi (130) auto GT Long	54.3	11.3	152	15	£29800
50kWh (136) auto Allure	199	11.3	0	22	£32250
50kWh (136) auto GT	199	11.3	0	22	£35045
50kWh (136) auto Allure Long	199	11.3	0	23	£33150
50kWh (136) auto GT Long	199	11.3	0	23	£35945

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	14.3	0	38	£48925
75kWh (136) auto Active Long	217	14.3	0	40	£49825

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	52.7	10.8	129	16	£28540
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£31395
1.2 Hybrid (136) auto Allure	62.1	8.3	112	23	£32170
54kWh (156) auto Allure	247	9.1	0	26	£35300

GT: add £2150 to Allure (not PureTech 100), **GT Premium:** add £1550 to GT

3008 - 4542x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£36790
1.6 PHEV (195) auto Allure	356.2	7.8	19	32	£40860
73kWh (210) auto Allure	326	8.8	0	32	£45960
97kWh (230) auto Allure	435	8.7	0	N/A	£48660

GT: add £2950-£3530 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£39490
1.6 PHEV (195) auto Allure	356.2	8.3	23	35	£43560
73kWh (210) auto Allure	310	9.7	0	33	£48660
97kWh (230) auto Allure	414	9.6	0	N/A	£51360

GT: add £2950-£3530 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	344	6.2	0	34	£45160
82kWh (295) auto Long Range	408	5.9	0	35	£49160
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£53160
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	395	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	352	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	422	4.8	0	50	£88200
97kWh (598) auto 4S	400	3.7	0	50	£96200
97kWh (700) auto GTS	394	3.3	0	50	£118200
97kWh (884) auto Turbo	391	2.7	0	50	£135200
97kWh (952) auto Turbo S	393	2.4	0	50	£162200
97kWh (1034) auto Turbo GT	347	2.3	0	50	£189200
97kWh (1034) at T GT Weissach	345	2.2	0	50	£189200

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	404	4.8	0	50	£89200
97kWh (598) auto 4S	384	3.7	0	50	£97200
97kWh (700) auto GTS	378	3.3	0	50	£119200
97kWh (884) auto Turbo	379	2.7	0	50	£136200
97kWh (952) auto Turbo S	377	2.4	0	50	£163200

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (598) auto 4S	381	3.8	0	50	£99200
97kWh (884) auto Turbo	373	2.8	0	50	£138200
97kWh (952) auto Turbo S	373	2.5	0	50	£165200

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£89400
2.9 V6 (353) auto 4	27.7	5.0	230	50	£92400
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£99100
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£110200
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£131700
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£151500
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£175100

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£56000
2.0T (265) auto T	28.0	6.2	229	39	£61000
3.0 V6 (380) auto S	25.4	4.8	251	42	£63000
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£75000

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	44	£68500
100kWh (408) auto 4	381	5.2	0	46	£71200
100kWh (516) auto 4S	377	4.1	0	48	£76900
100kWh (639) auto Turbo	367	3.3	0	50	£96900

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£77500
4.0 V8TT (474) auto S	22.8	5.0	282	48	£93000
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£107600
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£86300
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£95200
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£140600

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£81900
4.0 V8TT (474) auto S	22.6	4.7	284	50	£98400
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£109200
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£89600
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£100000
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£146000
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£166100

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.1	3.9	229	50	£103700
3.0TT (394) Carrera T	27.1	4.5	237	50	£115400
3.0TT (480) Carrera S	27.7	3.3	232	50	£120500
3.6TT (541) auto Carrera GTS	27.2	3.0	236	50	£137900
3.6TT (541) auto Carrera 4 GTS	27.1	3.0	236	50	£144400
4.0 (510) GT3	20.7	3.9	310	50	£158200
4.0 (510) auto GT3	20.5	3.4	312	50	£158200
4.0 (525) auto GT3 RS	21.4	3.2	299	50	£192600

GT3 Touring: same price as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.5	4.1	234	50	£113700
3.0TT (394) Carrera T	26.4	4.7	243	50	£125400
3.0TT (394) auto Carrera S	27.2	3.5	236	50	£130500
3.6TT (541) auto Carrera GTS	26.6	3.1	241	50	£147900
3.6TT (541) auto Carrera 4 GTS	26.6	3.1	241	50	£154400
3.6TT (541) auto Spirit 70	26.5	3.1	242	50	£187700

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	192	9.0	0	18	£22995
40kWh (120) auto Techno	191	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	252	8.0	0	22	£26995
52kWh (150) auto Iconic Five	251	8.0	0	22	£28995
52kWh (150) auto Roland Garros	252	8.0	0	22	£29995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18995
1.0 TCe (90) Techno	53.3	12.2	119	11	£20595
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£22195
1.6 E-Tech (145) auto Evolution	65.7	9.3	95	15	£21895
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23495
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£25095

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Evolution	285	7.5	0	26	£33995
60kWh (220) auto Techno	282	7.5	0	25	£35995
60kWh (220) auto Iconic	281	7.5	0	26	£37995

NEW CAR PRICES

4 E-Tech - 4144x1808mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (150) auto Evolution	250	8.2	0	26	£26995
52kWh (150) auto Techno	250	8.2	0	27	£28995
52kWh (150) auto Iconic	250	8.2	0	27	£30995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.9	13.3	133	11	£22195
1.0 TCe (90) Techno	47.9	13.3	133	11	£23895
1.6 E-Tech (145) auto Evolution	61.4	10.6	103	16	£24995
1.6 E-Tech (145) auto Techno	61.4	10.6	104	16	£26695
1.6 E-Tech (145) auto Esprit Alpine	60.1	10.6	105	16	£28395

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) auto Techno	61.4	10.6	104	16	£29495
1.6 E-Tech hyb (145) at Techno Alp	61.4	10.6	105	17	£31495
1.6 E-Tech hyb (145) at Iconic Alp	60.1	10.6	106	17	£33495

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (170) auto Techno	260	8.6	0	28	£37495
87kWh (220) auto Techno	379	7.9	0	32	£40995
87kWh (220) auto Esprit Alpine	372	7.9	0	32	£43495
87kWh (220) auto Iconic	369	7.9	0	32	£45495

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	61.4	8.4	105	21	£34695
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	106	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	105	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	470.8	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	22	£31500
63kWh (204) auto 60 SE L	265	7.7	0	27	£33350
63kWh (204) auto 60 Edition	265	7.7	0	27	£34450
63kWh (204) auto 60 SportLine	263	7.7	0	28	£37400
82kWh (286) auto 85 Edition	360	6.4	0	32	£38650
82kWh (286) auto 85 SportLine	355	6.4	0	34	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Swace - 4655x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (122) at Motion	62.7	9.4	102	20	£29999
1.8 VVT-i Hybrid (122) auto Ultra	62.7	9.4	102	21	£31999

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model S (LHD) - 4970x1964mm
Euro NCAP: ★★★★★ **Driver Power:** 29th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) auto AWD	405	3.1	0	50	£95480
100kWh (1020) auto AWD Plaid	390	2.0	0	50	£114930

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** 15th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

Model X (LHD) - 5037x2271mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) at AWD Long Range	348	3.8	0	50	£99930
100kWh (1020) auto AWD Plaid	333	2.5	0	50	£126230

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	18	£31849
50kWh (136) auto Design Medium	160	11.2	0	19	£36464
50kWh (136) auto Icon Long	160	11.2	0	19	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	36	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (100) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (100) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (136) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (136) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (136) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (136) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (136) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (136) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (213) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21210
1.0 TSI (95) Life	55.2	10.8	116	8	£22150
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24550
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23585
1.0 TSI (95) auto R-Line	52.3	11.5	123	11	£25985
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27210
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30430

Match: add £690 to 1.0 TSI Life
Style: add £2400 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.1	9.9	121	17	£27760
1.5 TSI (115) Match	51.9	9.9	124	17	£27935
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	51.0	8.6	126	21	£29075
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31100
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30665
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£32690
1.5 TSI PHEV (204) auto Match	1000.4	7.2	6	26	£36140
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	£40330
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40025
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42780
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£44535
2.0 TDI (115) Match	63.5	10.2	115	19	£29730
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34500

Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£29195
1.5 eTSI (115) auto Life	53.9	10.3	119	17	£30785
1.5 TSI (150) Life	51.5	8.8	125	21	£30325
1.5 TSI (150) Style	50.2	8.8	128	22	£31995
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£31915
1.5 eTSI (150) auto Style	52.3	8.6	123	23	£33585
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45970
2.0 TDI (115) Life	64.4	10.5	115	19	£30990
2.0 TDI (150) auto Style	59.5	8.4	124	24	£35390

R-Line: add £540 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	20	£30850
58kWh (204) auto Pro Essential	269	7.6	0	26	£35730
77kWh (204) auto Pro S Essential	346	8.2	0	30	£39220
79kWh (326) auto GTX Performance	369	5.7	0	34	£46315

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	51.8	9.2	124	25	£39610
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£42705
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47035
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44335
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47430
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48680
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£50150
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51200

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	381	6.5	0	38	£51580
86kWh (286) auto Pro S Match	436	6.6	0	39	£55480
86kWh (340) auto 4MOTION GTX	365	5.4	0	41	£62010

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	373	6.6	0	38	£52270
86kWh (286) auto Pro S Match	424	6.7	0	38	£56170
86kWh (340) auto 4MOTION GTX	358	5.5	0	41	£62700

Touran - 4527x1829mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) Match	44.4	8.9	145	18	£39960
1.5 TSI (150) auto Match	43.1	8.9	149	18	£41260
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£40805

R-Line: add £1480 to SEL

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59545
86kWh (286) auto Style LWB	286	7.9	0	40	£64345
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£67945

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£35683
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£33897
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£33619
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£36487
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TSI (204) auto Style	31.7	9.0	202	36	£63121
2.0 TSI (204) auto Style Long	31.7	9.0	203	37	£64561
2.0 TDI (150) auto Life	43.8	11.6	169	26	£48375
2.0 TDI (150) auto Style	43.5	11.6	171	30	£59650
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£49815
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£61090

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (177) auto 600 3.5t	26.2	N/A	285	N/A	£82030
2.0 TDI (177) auto 600 3.88t	25.9	N/A	286	N/A	£82690
2.0 TDI (177) auto 680 3.88t	25.9	N/A	287	N/A	£84718

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.8	11.1	123	12	£24550
1.0 TSI (115) Life	53.4	9.9	120	14	£25385
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£26980
1.0 TSI (115) auto Style	50.4	10.2	128	14	£29920
1.0 TSI (115) auto R-Line	50.4	10.2	128	14	£30875
1.5 TSI (150) auto R-Line	48.6	8.2	132	22	£32370

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	50.2	11.3	127	9	£24895
1.0 TSI (115) Life	51.8	10.1	124	10	£25740
1.0 TSI (115) Style	50.8	10.1	127	10	£28550
1.0 TSI (115) R-Line	51.0	10.1	126	10	£28715
1.0 TSI (115) auto Life	49.7	10.3	130	10	£27350
1.0 TSI (115) auto Style	48.9	10.3	132	10	£30210
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£30370
1.5 TSI (150) auto Style	47.1	8.4	136	16	£31660
1.5 TSI (150) auto R-Line	47.2	8.4	136	16	£31825

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29045
1.0 TSI (115) Style	48.8	10.1	132	18	£31320
1.5 TSI (150) Life	47.3	8.4	136	17	£30615
1.5 TSI (150) Style	47.4	8.4	136	17	£32890
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32355
1.5 TSI (150) auto Style	46.8	8.3	137	18	£34630
2.0 TSI (190) auto 4MOTION R-Line	38.7	6.8	166	24	£40245
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£43740
2.0 TDI (150) auto R-Line	56.4	8.8	131	19	£39175

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115) **Black Edition:** add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35405
1.5 TSI (150) Style	45.1	10.0	142	19	£36920
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39540
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38620
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41240

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	221	9.0	0	23	£39580
77kWh (286) auto Match Pro	339	6.7	0	33	£44390
77kWh (286) at 4MOTION Match Pro	325	6.6	0	39	£46110
77kWh (340) auto 4MOTION GTX Ed	319	5.4	0	39	£52235

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	226	8.9	0	25	£41080
77kWh (286) auto Match Pro	344	6.7	0	35	£45890
77kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53735

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Tiguan	46.3	10.6	139	18	£35105
1.5 TSI (130) auto Life	45.7	10.6	141	18	£36950
1.5 TSI (150) auto Life	45.3	9.1	142	21	£37750
1.5 TSI (150) auto Elegance	45.3	9.1	142	22	£40320
1.5 TSI (150) auto R-Line	43.7	9.1	147	22	£40725
1.5 TSI PHEV (204) auto Life	707.0	8.2	9	27	£42555
1.5 TSI PHEV (204) auto Elegance	714.5	8.2	9	28	£45125
1.5 TSI PHEV (204) auto R-Line	646.5	8.2	10	28	£45530
1.5 TSI PHEV (272) auto R-Line	672.8	7.2	11	31	£48250
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	176	29	£45605
2.0 TSI (265) auto 4MOTION R-Line	33.2	5.9	193	32	£48570
2.0 TDI (150) auto Life	52.2	9.4	142	22	£38950
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41520
2.0 TDI (150) auto R-Line	51.1	9.4	145	23	£41925

Match: add £175 to Life

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	44.1	9.4	146	25	£39850
1.5 TSI (150) auto Elegance	44.1	9.4	146	25	£42420
1.5 TSI (150) auto R-Line	42.9	9.4	150	25	£42825
1.5 TSI PHEV (204) auto Life	696.0	8.6	9	30	£43905
1.5 TSI PHEV (204) auto Elegance	698.7	8.6	9	30	£46475
1.5 TSI PHEV (204) auto R-Line	614.4	8.6	10	30	£46880
1.5 TSI PHEV (272) auto R-Line	625.9	7.3	10	33	£49600

Match: add £500 to Life PHEV
R-Line Edition: add £500 to R-Line PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	113.1	5.9	57	47	£71280
3.0 V6 TSI PHV (462) auto 4MOT R	115.4	5.2	56	49	£82840
3.0 V6 TDI (286) auto 4MOT Black Ed	34.4	6.4	215	45	£72875

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£42114
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£43722
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£52560
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£55650
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£58434
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£59418

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43370
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48070
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£50935
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57635

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62280
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70780

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£32850
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35150
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37050
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39850
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43350
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42350
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45850

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52555
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54305
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58355
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57805
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61855
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£45955
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52555
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£47705
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54305
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58355
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57805
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61855
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36310
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£39810
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45220
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£40960
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£45220

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	35.7	6.5	175	34	£47615
2.0 B5 (250) auto Plus AWD	35.7	6.5	176	34	£52340
2.0 B5 (250) auto Ultra AWD	35.7	6.5	179	34	£61620
2.0 T6 PHEV (350) auto Core AWD	282.1	5.4	24	22	£56030
2.0 T6 PHEV (350) auto Plus AWD	282.1	5.4	23	22	£60055
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68385

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	£63790
2.0 B5 (250) auto Plus AWD	32.8	7.3	196	38	£68790
2.0 B6 (250) auto Ultra AWD	32.8	7.3	200	39	£75290
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	£72650
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	£77650
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	£84150

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (408) auto Twin AWD	364	5.7	0	50	£96255
111kWh (517) at Twin Perf AWD	360	4.7	0	50	£100555

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4753x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
66kWh (258) auto Standard Range	270	6.6	0	N/A	£39990
88kWh (285) auto Long Range	354	6.2	0	N/A	£44990

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

CAR drivers and their passengers waited more than 100 years for a revolution. Then two came along at about the same time.

First, it was the arrival of pure-electric cars. But the talk is now rapidly diverting to the next big, even more revolutionary thing – autonomous vehicles.

I'm comfortable confessing that I instinctively love cars and vans that can be, er, driven. Those that drive themselves I merely, and cautiously, like. Motorised vehicles with four or more wheels and purportedly requiring zero human input at point of use just ain't appropriate for everyone on every road.

For blind or partially sighted people, folk with other disabilities or the elderly living in the remotest areas, fair enough. Otherwise, it's a definite no from me.

> **"A MASSIVE NUMBER OF DRIVERS WILL BE ROBBED OF THEIR JOBS WHEN THE UK PASSES LEGISLATION TO ALLOW CARS ON PUBLIC HIGHWAYS, MINUS THEIR HIGHLY TRAINED DRIVERS"**

I have previous with notoriously expensive self-driving cars designed to make the roads safer (possible) and drivers redundant (inevitable). I've served a 30-odd-year 'apprenticeship' as an autonomous vehicle test passenger who, on one occasion, almost doubled as an involuntary crash test dummy.

On a surreal Sunday morning close to the foot of Mount Fuji in the late eighties, scientist-like boffins introduced me to the displeasure of sitting back and not enjoying the ride from the rear seat of a slow-moving Toyota, whose front pews were hauntingly and needlessly unoccupied. Further autonomous rides in Japan, South Korea, China, Germany and North America gave me more opportunities to not sit back and relax.

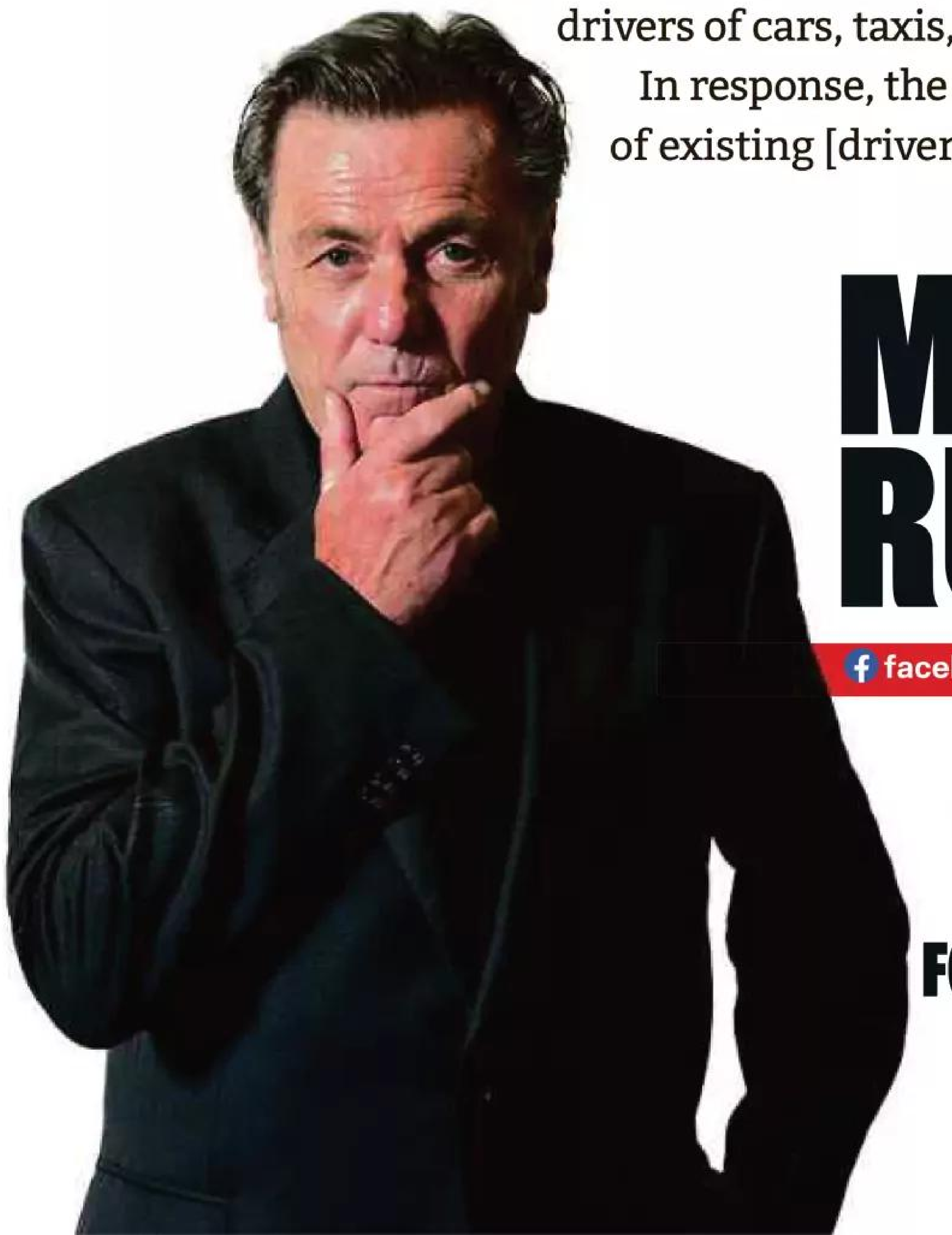
More importantly, I feel even more uneasy about the prospects for a massive number of innocent part or full-time drivers. They'll be cruelly robbed of their jobs, livelihoods, hope and pride when the UK passes legislation allowing cars, vans, taxis and other transport to use public highways and private land, minus their highly trained drivers.

Assisted by financial institutions, safety organisations and other interested parties, the British automotive industry establishment last week talked with greater enthusiasm than ever about such autonomous products landing in a city, town or village near you.

UK trade body the Society of Motor Manufacturers and Traders calls it Connected and Automated Mobility (CAM) tech, with the claimed "potential" to avert 60,000 serious collisions and save 3,900 lives between now and 2040. Plus there "could" (not "will") be a positive annual economic impact of between £55-£77 billion, and an "estimated" extra 342,000 jobs – although only 12,250 of those will be in automotive manufacturing.

I asked the SMMT if those extra positions will be outweighed by a far larger number of job losses or redundancies for professional or semi-professional drivers of cars, taxis, vans, HGVs, PSVs and the like?

In response, the society confessed that the "displacement of existing [driver] jobs has not been factored in".



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